

# Ferrari Signs Up Hill

See Page 5



Vol. 3—No. 6

(Published Bi-weekly)  
except last issue of calendar year

Los Angeles, Calif.

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©

Jan. 10-17, 1958

## RACE LOSSES BRING SCCA AND CAL CLUB TOGETHER; '58 PEACE LOOMS

See Page 1



**BEFORE AND AFTER**—Chatting amiably in the pits before the recent Nassau races in The Bahamas are, in left panel, Phil Hill, Joakim Bonnier and Masten Gregory. The rigors and strain of racing are clearly written on

—MOTOR RACING PHOTOS

Hill's face in photo at right. Tense and nervous, he stands by during a pit stop. Driving a 4.1 Ferrari, Phil took 3rd in 250-mile Nassau Trophy Race behind Stirling Moss and Carroll Shelby. Bonnier was 4th.

## Gurney Pilot for Edgar

See Page 8



# Star-Studded Field Due for Guadalajara (Mexico) Races Feb. 8-9

Next stop for a number of top U. S. sports car drivers is Guadalajara, in the State of Jalisco, Mexico, about 1050 miles from Nogales and 1600 from Los Angeles.

The dates are Feb. 8-9 over a fabulous 3.5-mile up-and-down course with 25 curves, in the Lomas del Valle residential development several miles from the center of Guadalajara. Main event is a 100-miler on Sunday.

The meet is invitational and there will be starting monies.

Among those expected to hop the bandwagon are John von Neuman, 2.5 Ferrari; Dan Gurney, 4.9 Ferrari; Richie Ginther, 2.0 Ferrari; Ricardo Rodriguez, Ed Crawford, J. P. Kunstle, Sam Weiss, Jack McAfee, Joe Playan, Johnny Porter, Denise McCluggage, Ruth Levy, all Porsche Spyders; Bob Oker and Bob Drake, Aston-Martins; Max Balchow-

sky, Buick Spl.; Frank Monise and Ignazio Lozano, Lotuses; Dr. Karl Brigandi, Abarth Spl.; Harry Morrow and Jean Geslin, Formula III.

The program is being staged by the Auto Club Velocidad de Guadalajara A. C. in conjunction with a big civic fair on at the time. U. S. representatives for the sponsors are John E. Malone, 4015 Benedict Canyon Dr., Sherman Oaks, Calif., State 4-3731, and George Cary Jr. The former should be contacted for entry blanks and additional information.

Several bargain package tours under the direction of Orozco International Travel (122 So. Broadway, L. A. 12, MADison 6-2291) have been arranged for the large number of fans and drivers due to make the trip to the colorful Jalisco city.

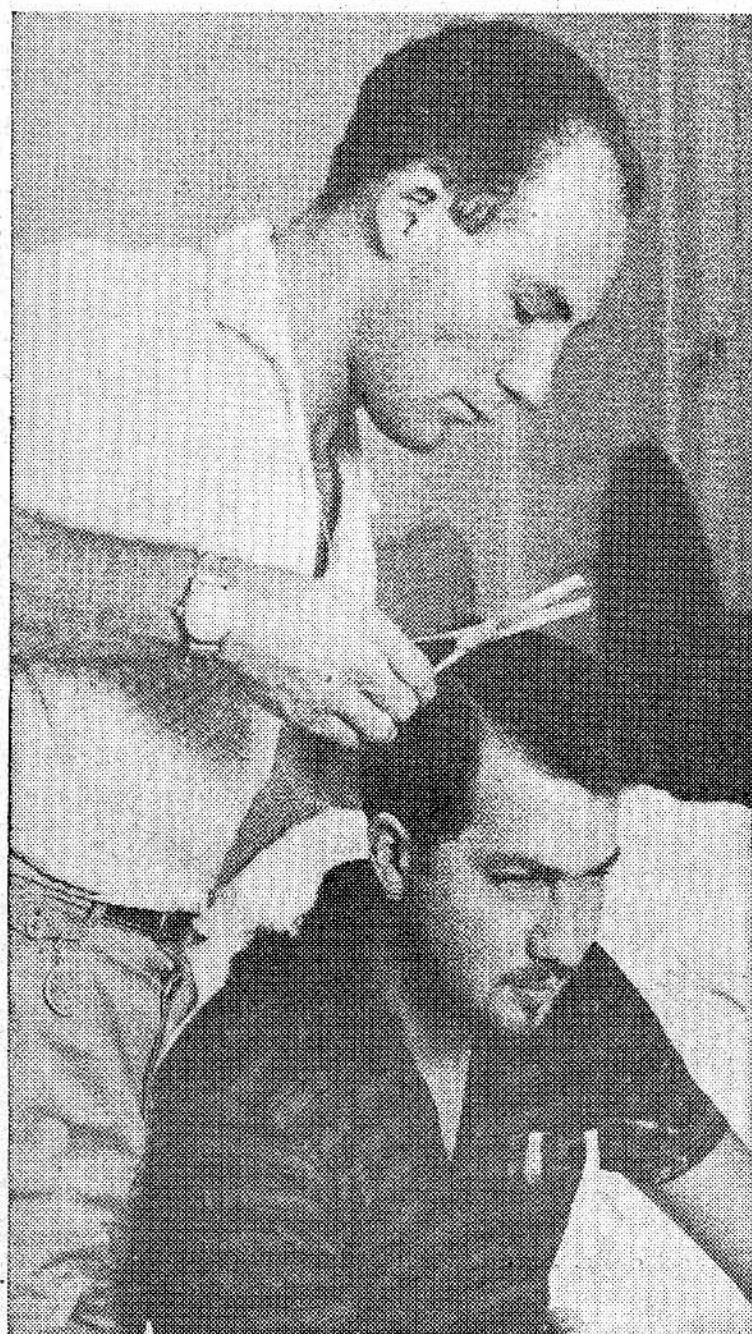
Tour No. 1 (\$125) includes roundtrip from Tijuana via Aeronaes DC-6 with free bus service from San Diego, taxi from airport to Guadalajara, three

nights (Fri., Sat., Sun.) at Hotel Fenix, tickets for both days' racing, charro rodeo and cockfights, cocktail parties, admission to private bullfights, visit to Tequila factory (hic!) and Victory dinner-dance on Sunday, Feb. 9, at the Fairgrounds Pavillon for trophy presentation.

Tour No. 2 (\$141) is the same, except that it leaves Los Angeles at 9 a. m., with a 3½-hour lay-over in Tijuana.

Tour No. 3 (\$154) is the same, except that it leaves Los Angeles at 2 p. m., arriving at Tijuana at 3 and departing for Guadalajara at 3:30 after customs inspection. (Most departures will be Monday afternoon with arrival in L.A. that afternoon.)

Entry fee for the races is \$16. There will be three 16½-mile races on Saturday after practice by classes, and three races, topped by the 100-miler, are set for Sunday.



—Tom Burnside

**STRONG FEELING** of comradeship exists among rival sports car drivers. Here, during a recent race interval, one roommate helps another. Stirling Moss, of England, the world's No. 2 driver, saves a few kronor for Joakim Bonnier, the Swedish pilot, by giving him a haircut.

## Shelby Tops Entries for Orange Bowl National Racing Meet at Miami

MIAMI, Jan. 7.—First National championship SCCA race of the year—the Orange Bowl—will be staged here at Master Field Jan. 11-12, with a top entry headed by one of the leading drivers in the U. S., Carroll Shelby, of Dallas, in a 4.5 Maserati. It is reported he will be driving for Temple Buell, of Denver.

The feature race for the big modifieds around the 4-mile course is a 20-lapper on Sunday.

Other top entries include Ed Crawford, D-Jaguar; Pete Lovely, Ferrari; Charlie Wallace, Porsche RS; John Fitch, Maserati; Bob Said, Ferrari; Jan de Vroom, Ferrari.

According to Lew Rappaport and Dr. Harry Fry, race chairmen, other drivers also in the fold include Walt Hansgen, D-Jaguar; Jim Kimberly, Maserati; Ernie Erickson, Porsche Spyder; John Cuevas, Porsche RS; Peter Templar, Jaguar XKSS; Joe Sheppard, Maserati; Briggs Cunningham, D-Jaguar; Jim Hall,

Lotus; George Arents, Ferrari; J. E. Rose, Maserati; Robert Holbert, Porsche RS, and Rees Makins, Corvette.

This is the first National SCCA race in which rolls bars will be mandatory on all cars except production coupes. Flame-proof clothing extending to waists and ankles for all drivers is also mandatory.

Two races are carded for Saturday and six for Sunday.

The airfield course has 12 turns, and the longest straight is 4200 feet.

Stirling Moss, of England, the world's No. 2 driver, will be on hand—as a spectator.

Florida Region of SCCA and the Miami Sports Car Club are staging the meet.

## SCCA Gets Nod At Laguna Seca

MONTEREY, Calif., Jan. 7 — Sports Car Racing Assn. of Monterey Peninsula, has signed a four-year agreement with S. F. Region of SCCA for two races a year, thus precluding the Cal Club from moving into the new Laguna Seca course (Pebble Beach).

SCCA was designated official sanctioning body for all races, Lou Gold, SCRAMP president announced.

"The new S. F. regional executive of the SCCA, Clark McCartney, declared that organization's intention of working along with us, to make Laguna Seca the best — not one of the best — courses in America," Gold reported.

Work starts soon to improve safety, parking, access roads, and other spectator facilities.

Originally planned for April, regional road races will be held June 14-15. At SCRAMP's request, the SCCA will formally invite the California Sports Car Club to compete.

(Editor's Note—As usual, Cal Club members are invited if they conform with SCCA safety reg. (Continued on Page 4, Col. 3)

## Simca Names So. Cal. And Arizona Reps

Willy Witkin, president of Simca Auto Sales, Inc., announces the appointment of Ernie Reed and Dave Howard as franchise representatives for the So. Calif and Arizona area. Reed leaves a similar position, with Borgward. Howard was field representative in the Central U. S. for Mack Truck Co.

## SCCA Installs '58 Officers

Annual dinner-dance of the L. A. Region of SCCA, featuring installation of 1958 officers and awards presentation, will be held Friday, Jan. 10, at the Banquet House, 27 W. Huntington Dr., Arcadia.

Cocktails, 6:30; dinner, 7:30. Dancing to music of Don Ricardo and his orchestra.

New officers: Lindley Bothwell (re-elected), regional exec.; Bill Kiner, vice-pres.; Vi Jones, sec'y; Dr. Ross Thompson (re-elected), treas.; Duane Alan, activities chm.; Sam Caldwell, Slim Larned, Charles Tillitson and James Van Trees, bd. of dir.

## 'Harmony' Goal of SCCA and Cal Club

While the San Francisco Region of SCCA has announced its 1958 racing schedule, only one date for each of the Los Angeles Region and the California Sports Car Club have been made public.

The CSCC date is Feb. 8-9 at Pomona, and the SCCA event, a regional meet, is at Palm Springs April 12-13.

It has been known that the Cal Club and the local region of SCCA have been reluctant to announce any dates because of fears that one would attempt to move in on the other's proposed racing site or schedule events too close to each other.

### COOPERATION?

But the dwindling gates and financial losses for the last CSCC races at Pomona and Paramount, and SCCA meets at San Diego, Palm Springs and Riverside last Monday night brought together officers of both groups "to try and work out something that makes sense."

They said a joint effort would be made to reduce the number

of races to avoid crowding of schedules and to create inter-club harmony during 1958! The meeting also produced the feeling that they would try for a united front and possibly build inter-club competition.

This came as a startling surprise to followers of So. Calif road racing, in view of the bitter, cut-throat rivalry that has existed for some years between the Cal Club and L. A. Region of the SCCA.

Remainder of definite dates for both groups should be known by the early part of next month, when 1958 officers will have been installed.

### TYING IN

The SCCA previously had announced two other definite dates. (Continued on Page 11, Cols. 1-2)

## MOTORACING INCREASES RALLYE COVERAGE

Because of the mounting wide interest in rallying, MOTORACING henceforth will devote more and more space and coverage to this phase of the sport.

Added new written and

pictorial coverage starts in this issue on Pages 6 and 7.

Club secretaries and publicity chairmen are requested to send in rallye news to MOTORACING, 725 No. Western Ave., Los Angeles 29.

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## Racing Pow-Wow

By Maury Powell

IF RIGHT MONEY IS THERE,  
FANGIO WILL RACE AT INDY

**W**ILL JUAN MANUEL FANGIO be an Indianapolis entry come Memorial Day?

Efforts have been made, and considerable chunks of money posted, to get the five-time world champion into one of the cars that represent America's finest closed-course racing equipment.

Latest rumble is that he'll take a test hop in the Ansted-Rotary Valve Special in February, with some topflight Indy pilots slated to be on hand to render advice.

Information reaches us that Fangio has been dissuaded from Indy action in the past by friends who've been feeding him misinformation deliberately to keep him 100 per cent on the Grand Prix circuit. We know for certain Fangio recently was offered the Dean Van Lines Special vacated by Jimmy Bryan, three-time U. S. champion, but delaying tactics attributed to his advisors led Al Dean to ink another chauffeur.

Bryan jumped into the Belond Equi-Flow Special built by George Salih in which Sam Hanks won last year's 500-mile classic, Hanks having retired when his 13th and last try there proved successful. Whereupon Dean, after failing to reach an agreement with Fangio, signed handsome, young A. J. Foyt of Houston, Tex.

We saw Foyt for the first time a year ago in a USAC midget auto race at Ernie Mohamed's South Mountain Speedway, Phoenix, and were impressed no end. During the season he won or placed well up in many midget and sprint car events. It's our guess he'll make the transition to the big cars handily and will prove his mettle in the big-time.

Meanwhile, we're guessing that Fangio will enjoy his Indy test ride, and, if financial matters are suitable, will be found at the famed "brickyard" late next May.

### Sport Cars Go at Daytona Beach

Sports cars figure strongly in the picture again for NASCAR's Speed Weeks at Daytona Beach, Fla., Feb. 9-23. Two-way runs are slated Friday, Feb. 14, for modifieds and productions. On the 15th it's acceleration runs over the hard-packed sand course in the morning; the afternoon sees mandatory practice at the 2.4-mile New Smyrna Beach course 14 miles south of Daytona for cars entered in the road races.

On Sunday, Feb. 16, the SCCA's Florida Region will stage a full program of road races at New Smyrna Beach's airport course. Last year, as you may recall, this was run as an "open" event and the main event won by Carroll Shelby in John Edgar's Ferrari.

Dick Dungan, Florida RE, is handling all inquiries at 47 Seventh Ave., Palmetto, Fla.

NASCAR's boss-man, Bill France, has announced construction of a gigantic new speed plant called Daytona Beach International Speedway, a 2½-mile layout near the city's airport planned for use a year from now. The elongated oval bulges slightly on the north side in front of the stands. Track is 40 ft. wide in the straights, 47 ft. wide through the east and west turns. It will be more than a mile from turn to turn, and over a half-mile across at the widest point. Both turns will be banked 33 degrees, the easy curve in front of the grandstand being pitched 18 degrees.

### High Speeds Possible at New Course

Speeds up to 200mph are possible, France says. He hasn't forgotten the sports car laddies, either, for there'll be a circuit built within the 446-acre spread. It'll start inside the track, then cut into the infield for another two miles through a total of 11 turns, seven left-handers and four rights.

Present plans call for the grandstand to seat 12,000 and two bleacher units 18,000. Infield parking handles 15,000 cars, plus two large outside parking areas.

## POMONA RACES FEB. 8-9

Originally scheduled for Jan. 18-19, the California Sports Car Club's Pomona road races have been moved back to Feb. 8-9 at the Los Angeles County Fairgrounds course.

A number of top drivers, who normally race in CSCC events, plan to pass this one up in favor of the Guadalajara, Mexico, races slated on the same dates. There will be starting money for the Mexico race, trophies at Pomona.

## 500 Club Stages Race Car Concours

First concours in the U. S., believed devoted entirely to full racing cars, was announced today by Harry Morrow, president of the sponsoring 500cc Club of America.

The Grand Prix Concours will be held Sunday, Jan. 12th, between 9 a.m. and 5 p.m., at Chuck Porter's Body Shop, 1768 N. Cahuenga, Hollywood.

European cars include the current Formula I, Formula II, Formula III and Formula Libre. American racing cars will be represented by at least one of each of the current types, from the big Indianapolis cars, through the Championship Trail

cars, sprints, full midgets, TQ midgets, half midgets and the tiny quarter midgets. Many drivers and owners will be present to discuss the problems inherent to each type of car and circuit.

There will be no admission charge. General public will vote for the car that will receive the "Best-of-Show" trophy.

### McPHERSONS SCORE

Winners of the San Gabriel Valley FCCA's 3rd annual El Primero Del Ano Rallye Sunday, Jan. 5, were: 1. Diane & Bob McPherson, Acacia coupe, 38 sec.; 2. Hal & Chris Wood, Porsche, 43 sec.; 3. Norm & Jinx Marchmont, "A" Ford, 104sec. 72 cars participated, according to Rallyemasters Warren Danielson & Bud Fisher.

## MOTORACING Award to Geslin

Jean Geslin has been named recipient of MOTORACING's second annual Good Sportsmanship Award presented on behalf of its readers to members of the 500cc Club of America.

During the last Cal Club road races at Paramount Ranch, Geslin stopped his own mount to render assistance to Alf Roth, whose car had struck a hay bale and flipped on turn 11.

Presentation will be made to Geslin Saturday night, Jan. 11, during the 500cc Club's annual banquet at Blarney Castle.

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Gus V. Vignolle.....Editor  
Maury Powell.....Business Manager  
Bill Harmer.....Advertising  
June Vignolle.....Circulation  
Joyce Barnard.....Classified Ads

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## LETTERS

to the Editor

### CARY LEADS THE LIFE

I went to the RODA meeting last Friday and the independent auditors came out with the recapitulation of the running times of each contestant in the \$24,000 rallye. Of the 11 secret controls, four were disqualified because volunteers either read times improperly or their watches were off. However, Omega Watch Co. set all watches between 3:30 and 4 a.m., Dec. 1.

I talked at length with the three top winners, and Fernando Murphy said he covered the Mexico-Acapulco route every Saturday and Sunday for three months prior to the event. Fred Van Beuren said the kilometer posts were from .7 to 1.3 or .3 of a kilometer off either way at certain places. I think you have pretty well covered everything in MOTORACING, but Murphy's navigator said he would send you a story he wrote of their experiences on the rallye, and Van Beuren said he also would write to you.

Juan Manuel Rullan and I spent a pleasant day Saturday in Acapulco, where he is now arranging for the yacht regatta, of which he is chairman or head. This comes off in February from San Diego. Forty-two boats are expected. Three yachts, including the Morning Star, are here now from Newport Harbor and are on their way to the Marquesas Islands. I have been asked to go on one of them by the owner, but think I'll stay here in this lovely home of Don Pedro Rodriguez, where I have a pool, servants and even a Christ-Craft speedboat at the Yacht Club.

Have been skindiving daily off the coast and have run into many Californians. You can buy an ocean beach front lot for \$3500 and build a two-bedroom house for \$5000. Breakfast and dinner averages \$1 per day per person for food. Taxes are \$24 per year. I wonder what I'm doing in L.A. Haven't had a too-hot or a cloudy day so far. Live in shorts or trunks and have taken off two inches around the waist. Have a Merry Christmas. Thanks for the last issue of MOTORACING.

George Cary, Jr.

Acapulco, Gro., Mexico

### BATTLE OF ACAPULCO

I am writing you because it was impossible to talk with you in Acapulco during the famous battle that took the place of the rallye trophy presentation.

I sincerely hope the American drivers did not leave with the impression that ALL our automotive events are conducted the way the rallye was. The negative result of the Acapulco rallye was the first such that I can recall in many years in Mexico.

Martin Moreno always has had these kind of problems. Next time I see you I will tell you some things about him that will make your eyes bulge.

(Name withheld by request)  
Mexico 11, D. F.

### POINTERS ON SAFETY

First, I would like to congratulate your staff for producing the most consistently good motor racing publication on the market.

Second, it is my opinion that the column Slightly Modified is not an asset to the paper. The writer apparently considers himself to be a humorist, but I hardly think he would be able to hold a job in that category.

I will also risk saying that he does not know much about automobile racing, even though it may come to light that he was the guiding force behind Neubauer in the management of the Mercedes-Benz racing team.

I think the roll-bar, helmet controversy is rather ridiculous. In the past 35 years I have seen so many heads saved by roll bars that it seems fantastic that anyone would oppose them. It has been known for years that most of the crash helmets were of little value other than to prevent track burns when sliding on your head or keeping you from being cut when going through wire fences.

If, as has been demonstrated, there are helmets that afford more protection, their use should be mandatory. I read in one of the columns of MOTORACING that the snow fence used

## Volkswagen Still Leader Among Imported Cars

The phenomenal sales of the German-made Volkswagen kept it far in front of second-place Volvo in new imported passenger car registrations for California from January through September, 1957.

During September, Triumph slipped from 7th to 8th, trading places with Hillman; Goliath dropped from 11th to 12th, DKW from 12th to 13th, and Jaguar from 13th to 14th. Biggest gain was made by Fiat, which jumped from 16th to 11th.

In new passenger car registrations for both domestic and imported cars during this period, the fantastic Volkswagen was in 10th place, topping Chrysler, DeSoto, Rambler, Studebaker, Lincoln, Imperial, Metropolitan, Edsel, Packard and Continental. Overall leader was Ford, followed by Chevrolet, Plymouth, Oldsmobile and Buick.

Following are the new imported passenger car registrations:

January Through	September, 1957	Calif. North South
1 Volkswagen	11308 5488 5820	201 86 115
2 Volvo	3286 898 2388	168 58 110
3 M.G.	2839 927 1912	128 69 59
4 Renault	2404 383 2021	104 66 38
5 English Fords	2343 1162 1181	36 22 14
6 Hillman	1867 971 896	28 4 24
7 Triumph	1801 687 1123	18 1 17
8 Borgward	1273 486 787	17 4 13
10 Austin Healey	901 274 627	17 7 10
11 Fiat	811 308 503	16 9 7
12 Goliath	805 297 508	15 4 12
13 D.K.W.	748 234 514	15 1 14
14 Jaguar	744 243 501	10 3 7
15 Morris	744 385 359	9 5 4
16 Porsche	623 244 379	Miscellaneous (4 or less each) 21 6 15
17 Alfa Romeo	276 78 191	Totals 35913 14223 21690
18 Mercedes Benz	271 94 177	(Published through the courtesy of Motor Registration NEWS of California, Oakland 6, Calif.)
19 Isotta	255 68 187	

at Sacramento races was as far back from the track as possible. I will also contradict this statement. The fence could have been moved back 20 to 40 feet over a large part of the course without reducing the visibility of the spectators. The fence was very close to the edge of the pavement all the way around the course.

There was a splendid setting for mass slaughter on the last turn coming into the home straightaway. It looked like a deliberate invitation to disaster.

Road racing was stopped by law in 1922 and many of us oldtimers have long mourned its passing. One serious accident resulting in the death or injury to a large group of spectators could easily result in legislation that would outlaw the sport forever.

Crowd control has been the bugaboo of racing from the earliest times and it seems that the powers-that-be in the sports car movement should take a grim view of the consequences that would result from sloppy work on this phase of sponsorship or promotion of races.

I believe that the running of the Sacramento races counter-clockwise provided a margin of safety for the drivers, but if it gave greater protection to the spectators, my head is screwed on upside down or backwards.

I have seen the same lack of safety consciousness at Pebble Beach and at other courses. I think anyone is a damn fool to stand on the outside of a turn at any race, but the world is full of brave fools, living and dead. The only protection for such people is to lay the spectator area out in such a manner that they cannot be wiped out. Track managers should be smarter than the amateur spectators and should take every precaution to see that they leave the race course under their own power and not in a hearse.

I believe that intelligent observation will bear out the foregoing statements.

It is possible that a spectator safety campaign by MOTORACING might induce the responsible people to take appropriate action to eliminate every unnecessary hazard.

I would like to suggest that a historical column covering the great races and cars of the past would be of more interest to most readers than the corny comments of Shedenhelm.

Fred Huddleston  
North Sacramento, Calif.

EDITOR'S NOTE—Three big cheers for you, Mr. Huddleston, for your tremendous stress on safety and particularly roll bars. MOTORACING has long urged that roll bars be made mandatory, but some clubs, notably one, and a number of drivers apparently take the stand that the device is unnecessary and/or impractical.

### ATTENTION, READERS

We are preparing, for Fall publication by G. P. Putnam's Sons, an anthology of articles and stories on the sport of motor racing. As we wish this to be a definitive work, we would very much appreciate hearing from readers who may desire to submit original material or may know of items likely to be overlooked by the editors. Deadline is April 20.

Thank you.  
Charles Beaumont  
William F. Nolan  
12808 Collins Street  
North Hollywood, Calif.

### THANKS FROM RIVERSIDE

On behalf of the management and backers of the Riverside International Motor Raceway, I want to extend my personal thanks for your efforts in bringing this facility to the public's attention. Your wholehearted cooperation has certainly been most welcome and I trust that in the future mutually beneficial relationships between the press and the track will continue on this level.

Steve Mason  
Director of Public Relations  
Edgemont, Calif.

### GLAD YOU'RE BACK

I don't like the format, editorial policy or style of your paper. Personally, I think that you and Maury Powell are very nice guys, BUT when you "take pen in hand," you become something quite different.

I subscribed to MotoRacing for a year and let by subscription lapse for the above reasons—and because your coverage was so poor on rallies and non-racing activities. Now that I have been without it for a year, I find you have changed a bit regarding coverage, hence, my check for \$3 is en-

closed. Put me back on the subscribers' list.

I don't expect to like your continual berating of people that I do not know, nor your eternal hassle with clubs to which I do not belong. I do not expect to get any fun whatsoever out of reading MotoRacing but I do need some of the information that you so reluctantly publish, so here I am again.

C. E. Cooke  
Los Angeles 27

### MEXICO RACE PLANS

A couple of other local drivers and I have been thinking of planning our vacations to include a race (or races) in Mexico this summer.

I would appreciate your furnishing me with, or referring me to a source of a calendar of Mexican racing events for 1958.

Enclosed you will find a check to cover one-year Motoracing subscriptions for Carl B. Meyer and George Grinzewitsch.

Commission payable in martinis, Stockton, March, 1958.

Gordon R. Glyer

Sacramento

EDITOR'S NOTE—Thank you, Gordie. Please see story on Page 1. Complete Mexico schedule will be sent you.

### NO ITALIAN CHEESECAKE

How very kind of you to send me all I had asked so quickly. The photos are excellent. They will be a perfect illustration for the article I intend to write on your "discovery," Ricardo Rodriguez, who must really be an amazing kid with probably a great future before him.

As for your request, I can't tell you how sorry I am not to be able to satisfy it, but I assure you that if any Italian girl dared appear with "very little clothes," especially against a racing background, she would very quickly finish at the police station.

Athos Evangelisti  
Editor-in-Chief, Velocita  
Bologna, Italy

EDITOR'S NOTE—We had requested cheesecake shots of Italian beauties at sports car races.

### RABID MANNEY FAN

Two suggestions for your enjoyable and controversial paper: (1) More of Manney—this is writing as she should be wrote. (2) Less allusions to the great and near great of the racing fraternity in terms only the elite can understand. Call 'em by name, not your pet and endearing term of the moment.

Fred I. Closson  
La Mesa, Calif.

### NOW IT'S CLEAR

Re WHAT'S AN AARDVARK? You silly people! Surely you know the Aardvark was the Dina-Hardpan powered by a 4.9 Irraref engine in which Juan Manuel Oignaf won two world championships.

Until two years ago, this unusual machine, which was designed to go as fast backward as forward, was owned and raced by the now great Elicorop pilot John Reporter of Balboa, Calif.

Yours for more accurate reporting,  
Art Connell,  
San Marino, Calif.

### THANK YOU, WESTPORT

Ed Walsh has written me with the suggestion that we furnish you with current National Point Standings of SCCA drivers. I enclose, therefore, a rundown of the Point Standings.

Current Point Standings incidentally, have been available on request and furnished on quite a number of occasions throughout this past racing season not only to publications, but to individual drivers, entrants, press or just plain interested persons. John M. Bishop  
Activities Director, SCCA  
Westport, Conn.

### THE OTHER SIDE OF IT

The enclosed article by the navigator of the winning car makes pretty interesting reading, and I hope will be of some help to you in presenting the other—and less publicized—side of the late Acapulco Rallye.

George Cary asked me to send it on to you, and to also briefly give you my side of the story.

It's my opinion that the rallye was honestly run, but with too much con-

(Continued on Page 10, Col. 3)





## Vignettes

By Gus V. Vignolle

WITKIN AT LOGGERHEADS  
WITH SIMCA'S BIG CHEESE

PONCE A TIME, in the not too distant past, a waspish little man by the name of **Max Hoffman** came out here from the east, cased the landscape as is his wont, and then imparted some tidings to **John von Neumann** that didn't exactly elicit lusty huzzahs from the latter.



—MOTORACING Photo  
**DONALD HEALEY, GEO. CARY**

Between Races at Nassau. They are not exactly playing beanbag there days.

Up until just recently, Witkin had popped for all the national advertising. The exception was for an ad that ran in one of the monthly sports car journals. Witkin claims he has never received any support from the Grand Mogul.

But it is apparent that the one wearing the brass knucks is the Big Fromage back east . . . because Wee Willy can't get cars. He has to be content with a dribbling of the drab gray ones riding the upper deck.

And where he was formerly distributor for west of the Mississippi, Witkin has had his territory reduced to So. Calif. and Arizona.

### Maybe Witkin Will Head for the Factory

Charging mismanagement from the factory reps in the east, Witkin has a strong hunch the commercial attache of the French Consulate soon will be probing into the case.

If he can be sure of not running up against top-level obfuscations, Witkin ought to take a course in oratory, and, like von Neumann, wing it to the Frog factory. Right now he's rather tight-lipped about the whole deal—but he shouldn't be!

If his hollerin' and bellerin' is in the right key, he might be able to cut Dolza's aqua short, just as Chon did to M. Hoffman.

★

The two biggest sports at Nassau recently were **George Cary, Jr.**, of Beverly Hills, the L. A. SCCA race coordinator, and **Mike Womer**, of New York, the potent and ebullient troubleshooter for Time, Life and Sports Illustrated.

There were very few people of import on the island of New Providence that they didn't know—his Excellency the **Governor** and **Lady Arthur**, all the bon ton (and those of lesser breeding), all the drivers from England, Europe and America, and anybody who was somebody.

Both hosted separate elegant soirees honoring **Sr. and Sra. Pedro N. Rodriguez**, of Mexico City, their beautiful daughter (ask **Bruce Kessler**), **Conchita**, and their two sons, **Pedro** and **Ricardo**, the fantastic young driver who will be 16 next month. Incidentally, Ricardo took home five trophies, including the one for Outstanding Performance.

At the races, Cary renewed acquaintance with **DONALD HEALEY** of England, the famous car builder, who told George he was amply satisfied with the performance turned in by **PETER COLLINS**, the noted British Grand Prix pilot, behind the wheel of the Healey Special. He finished 10th overall and first in class D in the big race.

★

### Report Nassau Course Shorter Than Advertised

Talking about Nassau, that wasn't a Firestone that blew in **Phil Hill's** 4.1 Ferrari. Some jerk gave us the wrong poop. In correcting us, Phil also explained he didn't think the new Oakes course was a 5-miler. A lot of people have backed him up on this.

In this respect, Sports Illustrated came out with a sound blast against the race organizers, to wit: "It is particularly regrettable, in view of the superior racing at Nassau, that the meet was cheapened by a lie. Officially advertised as a 5-mile course, it was in fact a 4.5-mile circuit, as the management well knew; the big race covered 225 miles, and average speeds were nearer 90mph than the announced 100-plus mph."

This observer immediately wrote **Capt. Sherman (Red) Crise**, chairman of the Competitions Committee, inquiring if this were so. No answer yet.

Overheard in between Nassau Boilermakers (Jamaica rum with Guinness stout chaser): "How do I know you ain't the fuzz? . . . I understand **Phil Hill** wants to quit racing . . . **Masten Gregory's** greatest ambition is to beat Hill in equal cars . . . Hill can outdrive Shelby anytime . . . **Ed Crawford** was able to take **Ricardo Rodriguez** because his Porsche had lower gears and it gave him more acceleration out of the corners . . . **Steve Mason** is going to challenge **George Cary** to a mano a mano bullfight at Guadalupe, Mexico, during the races there Feb. 8-9 . . . How is this for an island racing circuit?—Caracas in Nov., Nassau in Dec., Jamaica in Jan., and Puerto Rico and Havana in Feb., with San Salvador the week after Cuba."

★

### Jimmy Orr Winds Up Sports Car Racing Career

After he won the race for Bristols and Healeys in The Bahamas, **Jimmy Orr**, of Kentfield, Calif., outgoing RE of the S. F. (Continued on Page 9, Cols. 1-2)



—MOTORACING Photo  
**STIRLING MOSS** pushes a 3.5 Ferrari at better than 125mph on the way to his recent victory in the 250-mile Nassau Trophy Race during Bahamas Speed Week. He became only double winner in the 4th annual classic. Other past victors were Masten Gregory and Phil Hill.



—MOTORACING Photo  
**SILHOUETTED** against the darkening tropical skies, Moss cools off with a soft drink after his big Nassau victory.

### Lou Brero, Jr., Opens Arcata Car Center

Lou Brero, Jr., son of the late noted driver, has opened a Foreign Car Service Center in Arcata, Calif. He has factory-trained mechanics.

### CRAWFORD EYES EUROPE

PASADENA, Jan. 8.—Ray Crawford, stellar USAC driver and winner of the big-bore stock division of the last Pan-American Road Race in Mexico several years ago, has commissioned famed car builder-designer Frank Kurtis to create a complete entry for European competition. Crawford plans several U.S. outings for test purposes before crossing the Atlantic.

## Hawaii Races Set May 9-11

The 2nd annual Hawaii Speed Week is slated for May 9-10-11, according to Ray Turnbull, president of Trans-Pacific Sports Cars, Inc., the promoting body.

The definite site has not been determined. Turnbull holds a contract for last year's course, Dillingham Field, some 40 miles from downtown Honolulu. Two closer-in alternate courses are being sought, but if neither materializes it'll be back to Dillingham's paved 3.1-mile strip, where Pete Woods won the feature in a D-Jag.

No less than six air package tours are available, including such take-off points as Seattle, Portland, San Francisco, Oakland, Los Angeles and Burbank. Single prices range from \$299.50 to \$363.60, doubles from \$539.80 to \$638.

Waikiki Biltmore again will be official headquarters.

Shipping points for competition cars are via Matson Navigation Company berths in Seattle, Los Angeles, San Francisco and Portland.

### Interested in Buys? They're Listed—Pg. 11

For the BIGGEST Classified Ad Section of any motor racing newspaper in the U. S., please turn to Page 11 of this issue and get in on some choice buys. Bargains galore.

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San Francisco Newsletter

## • Dear Gus

By Tom Wilson

### DID DRIVERS THINK TORRES JUST ANOTHER PEDESTRIAN?

DEAR GUS:

After beating the brush on the sports car racing circuit, for several years, I have come to the conclusion that the races in the smaller regions of SCCA are the most. When it comes to sociability and real fun, you can't beat a regional race. No protests, no beefs, no trophy hunters and no National points to clutter up the scene and add to the confusion. Anything can happen at regional races—and it usually does, especially at Phoenix.

The boys solved their crowd control problems by setting up snow fence (borrowed from the L.A. Region) on one side of the start and finish straight and with a good view of turns 1 & 2 the spectators were contained in a small area and there was no crowd control problem.

Starter Al Torres (seems to me that I've heard of the guy before) handled every detail within a hundred yards of the start-finish area, such as grid steward, etc. The grid was not marked, but who needs a lot of numbers with a guy like Al around? Texas starts were the order of the day but Al was satisfied and the crowd enjoyed it, so who cares?

By the way, Gus, Al is slowing down; he does not jump quite as high as in the old days and he even chickened out when two novice drivers split their course and left him in the middle with nothing but a green flag for protection. He took off for the pits and just made it. Al claims that this event being the first races at Phoenix, that some of those novice drivers were not familiar with the Maestro's technique and might think that he was just another pedestrian. I am sure that you will be interested to know that Al survived although his biggest shock was when they served a New York cut steak at the Victory Dinner. This is a record for any races.

#### CAL CLUB PROWLs

I see by the papers that the California Sports Car Club did not give up on its invasion of Northern Calif., until announcement was made of the contract with S.F. Region of SCCA. They again made overtures to SCRAMP, the powers-to-be at Pebble Beach.

With its bank roll, the Cal Club seemed intent on sow-

ing the seeds of dissension among the natives who will give a listen. They tried the same deal at Salt Lake last year when the boys up there were in a demoralized mood but nothing came of it.

The S.F. Region has sanctioned and run 7 races for the Monterey group and the race has developed into one of the biggest events in U.S. road racing. Considering the nature of the courses, the safety record is exceptional. After viewing a few of the Cal Club races and the recent accidents at Paramount Ranch, SCRAMP would have been doing road racing a disservice by switching to an outfit with such poor safety regulations and supervision. They all drive as if the first prize will be a permanent ride in one of the big stable Ferraris.

The S.F. Region Board of Directors has voted not to share any race promotion with any other club so it will be all for them or nothing at all.

#### KEEP THAT LIGHT BURNING

During the recent Laguna Seca races, some of the boys came up with a cutie. When the going got real tough and the leaders were running bumpers apart, the scene was suddenly featured by many of the leading cars running with all lights lit, during a bright sunlit day. It may be an old trick but the officials soon realized that many of the cars had very bright globes on their tail lights and very weak globes in their stop lights.

Therefore, the following car had no warning of the braking action of the car ahead and were at a disadvantage in coming out of a turn. The starter immediately ordered all lights out and also warned the pit crews to keep it that way. The obvious danger of such tactics was apparent to everyone but the sharpies who thought it up. Just another thing to check at Tech inspection and a stiff penalty for changing the globes after Tech.

#### NASCAR DOUBLE CHAMPIONS

DAYTONA BEACH, Fla., Jan. 8.—Double honors were won by two NASCAR aces for 1957, officials disclosed here today. Buck Baker, Charlotte, N.C., won the Grand National driving championship and also collected car owner laurels. Same was true of Jim Reed, Peckskill, N.Y., winning owner-driver on the National short-track circuit. Latter drove a Ford, Baker a Chevrolet.

## Mourning in New Venture

By JIM MOURNING

In recent months, "Up the Straight" has appeared infrequently in MOTORACING. It's been missing again today and must continue to dwell in a literary limbo for some time to come. Usually, editors let such things slip from the scene as quietly as possible. As the author, however, I've asked them to make an exception.

For nearly a year, a handful of friends, enemies and total strangers have used pleas, promises and mild forms of blackmail in an attempt to make me abandon my association with MOTORACING because of certain differences of opinion. None of this has any bearing on my decision to put my column aside. I have only one reason—lack of time.

After a year of planning, I've gathered a group of talented lads and my time now must be devoted to organizing a new, non-automotive magazine and attempting to raise the money necessary for publication. The possibilities of the magazine are so tremendous that I feel I can content myself with nothing less than an all-out effort.

During my association with MOTORACING, I haven't always agreed with its policies or its sentiments. On several occasions I've voiced my feelings in my column. Despite this, no attempt was ever made to influence what I said and nothing I wrote was ever cut. I admire and appreciate this attitude. It prompts me to promise that once my time is my own, my column will again appear in these pages.

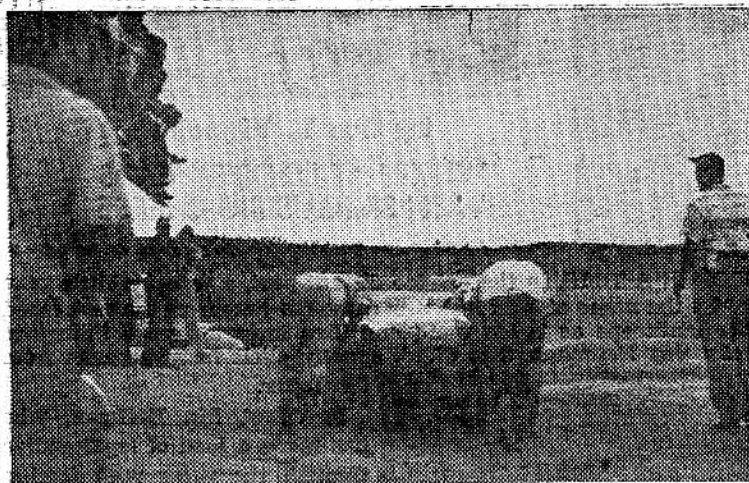
EDITOR'S NOTE—Jim Mourning's column has always been popularly received and we know it will be missed. He is one of the top automotive writers in the country. We hope too much time does not pass before his column will again be resumed in these pages. And the best of luck to him in his new venture.

## Imported Motor Car Show Opens

An exposition devoted exclusively to foreign vehicles, the Imported Motor Car Show, opened an 11-day run last Thursday at Shrine Exposition Hall and continues through Sunday, Jan. 19.

A special feature is the display of 23 major vintage cars, custom-built for earls, dukes, dictators, movie greats, etc.

Other features include 3 and 8 p.m. daily continental fashion shows for men and women; an entire section devoted to foreign parts and accessories; a race and sports car film theatre on weekends; and a giant rallye to the show on Sunday.



—MOTORACING Photo  
**TOUGH BREAK**—After a fast pit stop in the Nassau Trophy Race, Stirling Moss lost valuable time when his Ferrari failed to restart. Race official at right watches as two mechanics push the machine, which fired up seconds after photo was taken.

## Ruth Levy Back From Sweden; Nuptials Due

Ruth Levy, of Brentwood, one of the top women drivers in the U. S., was home last week from Stockholm, Sweden, where she met the parents of her fiancé, Ulf Norinder.

Date for the wedding has not been announced. This will be the second marriage for Ruth, the first for Norinder, a close friend of Joakim Bonnier, the Swedish Grand Prix pilot.

## Sports Car News by Jim Healey on KBIG

The Jim Healey Sports Show on KBIG radio henceforth will devote its five-minute slot at 4:25 on Fridays to sports car news. It is sponsored by Wynn's Friction Proofing.

## Laguna SECA-SCCA

(Continued from Page 1)

ulations. S. F. SCCA officials said Ken Miles would still be banned, but J. P. Kunstle would be eligible, having served a year penalty for an infraction of the 1957 Sebring race. The latter will be eligible for the Stockton races in March.)

The S. F. Region's only National races will be held here Nov. 8-9.

## All (Class) 'H' Breaks Loose But Ferry Renault Proven Legal!

When John Green Jr., West Coast distributor of Renault automobiles, flew the Ferry Renault Special in from Paris, he never realized the storm it was going to create.

The 750 cc modified Class "H" special, entered at Riverside, won its class, with Jim Parkinson at the wheel. The Class "H" entrants of SCCA jointly protested the car. They challenged the fact that no 750 cc could possibly run away from them as the Ferry Renault did. The motor was torn down and after two micrometer readings, the average reading was 735 cc, Parkin-

son's win was legal and Green received his trophy.

At Paramount Ranch, Jim Parkinson once again drove the Ferry Renault, crossing the finish line way ahead of his rivals. Cal Club "H" pilots also protested the car en masse. The motor was "miked" again and the official reading this time was 748.81 cc.

Now the two clubs have an outstanding bill of \$202.00 for labor!

Pierre Ferry, a French engineer in Paris, built the Ferry Renault and is now manufacturing Ferry speed equipment, which can easily be installed in the Renault Dauphine and 4-CV.

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## Slightly Modified

—BY W. R. C. SHEDENHELM—

AT THE DECEMBER SCCA meeting we were told that physiologists have figured out that for every cocktail or beer that you drink, you are out of optimum racing condition for three hours. It's cumulative, too, so four beers means twelve hours of rest before racing. Good grief! If this is true, we will not be in condition to race until we are 342 years old.



SHEDENHELM

We spent one evening last week at the Grand Prix mainly listening to the conversations up and down the bar and at the tables. Golly, there were really some big wheels there that evening.

Here, for example, are some bits which we captured with a tape recorder, cunningly concealed in our jeraboom of chilled Hamm's: "You know, I thought there was something funny when I drove Flockhart's Jag at Le Mans. . . . Brockbank sure can drive those big, old, Classic English cars like the Dusenbergs and the Mercedes. . . . When I bought the second Ferrari. . . . I offered Moss a ride, but he was tied up with Maser and couldn't do it. . . . I was telling Masten just the other night. . . . and down the straights I was taking Fangio every lap. . . . so I set up this beautiful four-wheel drift and run smack into the California Highway Patrol. . . . so I'm leading Moss and Behra by a lap and a half when the fan belt breaks. . . ."

### THE PROPER SPIRITS

We were standing in the pits at Paramount and talking to this nice chap with a Photographer's Pass who turned out to be the world-famous sports editor of "The American Pigeon Journal," out of Warrenton, Mo. While he was eating his lunch and telling us about the high cost of running modified pouters these days, we began to notice that he was becoming increasingly loaded. As we say in technical circles, he was stoned. We couldn't figure it out. He wasn't drinking a thing, just munching on these cotton-picking sandwiches. Well, finally he gave us a bite and we had our moment of truth.

The sandwiches consisted of two very thin slices of rye bread and a big slab of jellied bourbon!

### TECHNICAL DATA

For the benefit of those interested in making vodka ice cubes, the freezing point of 90-proof vodka is -33° Centigrade, that of 100-proof is -37° Centigrade.

### THE ENEMY AT THE GATES

Gee, we just try to write an amusing little column, you know, and we didn't think anyone would complain about it, but the Editors of this highly-esteemed tamale wrapper have received four (4) letters protesting that we have been over-stressing the drinking side of the sports car scene and under-stressing the clean, healthful side of it. Golly, we always figured that if anyone wanted to find out what actually happened at the races, there were about 10 and two-thirds pages devoted to this in each issue. We felt that the purpose of "Slightly Modified" was to tell about the "wondrous" things which happen between the races, which is most of the time.

Sports car people seem to be,

almost by definition, men and women of good taste and of good cheer. In pursuit of the finer things in life, we have observed that they readily enjoy the warm satisfaction of bellying up to a solid mahogany bar for a tot of rum and that they equally enjoy the tingle of an ice-cold beer in the dusty heat of a racing afternoon.

Be that as it may, we will bend before the will of popular demand and only give a short report on the New Year's Eve party at you-know-where.

### SPORTS CAR HI-JINKS

The last minutes of 1957 were celebrated by a large number of local sports car drivers and owners at a well-known picnic grounds in Hollywood. For the hungry, the Host and Hostess provided heaping platters of fresh cookies and graham crackers, while several men were kept busy ladling out hot chocolate and sweet milk for the thirsty.

Indeed, one guest drank so many cups of cocoa that he passed out in the john and had to be carried to his Porsche.

Later, on a dare, a well-known Jaguar driver at 14 peanut butter cookies, one right after another, and had to be pried from beneath the table with a two-by-four.

The only injury of the evening's hilarity occurred during the Maypole Dance when a newspaper columnist slipped on a carelessly discarded prune pit and fell flat on his De Dion. He is now under the care of three eminent croakers who have stated that his condition, while not serious, is complicated by a severe case of the bends, apparently contracted during the New Year's festivities.

At 10:30 the Host and Hostess brought a round of yami yogurt for all and everyone left the picnic grounds singing an old Welsh marching song, "Cats on the Rooftops." Laughing contentedly, they hopped into their shiny little sports cars and drove quickly home so that they should be safely in bed for the 11 o'clock news.

### THE FLICKS

If you haven't seen that great sports car movie, "The Devil's Hairpin," you've undoubtedly heard all about it. Well, as you know then, the hero of this picture is a sports car driver whom everyone calls "The King." Well, now, we're working on a new script as somewhat of a sequel. Our version is called "The Devil's Belly-Button," and in this story the hero is a homosexual driver whom everyone calls "The Queen."

### NAMING NAMES

We all know about Mary Martin in the Aston-Davis, but how about Jerry Healey in the Austin-Austin? Or that good bet for next year's 500-miler, Bob Myer in the Drake-Drake Special? Or the possibility of Tracy T. driving a Bird-Bird?

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## HILL TO RACE FOR FERRARI IN ARGENTINA

(See Photos on Cover Page)

Phil Hill, Santa Monica, Calif., who with Carroll Shelby ranks as America's foremost sports car driver, will race Formula I and II cars for the Ferrari factory this season.

His first start will be with Peter Collins, of England, Jan. 26 in the 1000 Kilometers Sports Car Race of Buenos Aires at the Argentine capital. They will pilot one of the new factory 3-liter machines.

This will be followed by the Grand Prix of Buenos Aires (Formula I) at Rosario City, Argentina, Feb. 2.

Hill and Collins won the Venezuelan (Caracas) race last November.

After that, there is a chance Hill will drive Frank Arciero's 4.9 Ferrari in the Guadalajara, Mexico, races Feb. 8-9. Dan Gurney also is being considered for this race, but if he races John Edgar's Ferrari in Cuba Feb. 16, the time shortage may be an obstacle.

The Santa Monica then departs for the Grand Prix season in Europe.

## CALENDAR

### JANUARY

- 9-19—Imported Motor Car Show Shrine Exposition Hall, 10 a.m. to 11 p.m.
- 10—L. A. SCCA installation and awards dinner-dance, Banquet House, 27 W. Huntington Dr., Arcadia, 6:30 p.m.
- 11-12—Orange Bowl Florida Region SCCA National road races, Master Field, Miami.
- 11-500cc Club of America annual banquet, Blarney Castle, 623 S. Western Ave.
- 12-500cc Club of America Grand Prix Concours, Chuck Porter's Body Shop, 1768 N. Cauehnga, 9 a.m. to 5 p.m.
- 19—Grand Prix of Buenos Aires, Buenos Aires Autodrome.
- 25—Women's Sports Car Club installation and awards dinner-dance, Fox Hills Country Club, Culver City, 7:30 p.m.
- 26-1000 Kilometers of Buenos Aires Sports Car Race, Buenos Aires.

### FEBRUARY

- 2—Grand Prix of Buenos Aires, Rosario City, Argentina.
- 8-9—California Sports Car Club road races, L. A. County Fairgrounds, Pomona.
- 8-9—Guadalajara Auto Club Velocidad A. C. road races, Guadalajara, Jalisco, Mexico.

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## WSCC Installs Officers Jan. 25; Lee Baker Prexy

The annual invitational installation dinner-dance of the Women's Sports Car Club, one of the most posh events of the season, luring the VIPs in the world of sports cars, will be held Saturday, Jan. 25, at the Fox Hills Country Club in Culver City.

Sam Hanks, 1957 winner of the Indianapolis 500, will be guest of honor.

Lee Baker will be installed as president, succeeding Pat McAfee. Other 1958 officers are Ruth Doushness, vice-pres.; Virginia Lloyd, treas.; Irma Payne, recording secy.; Sunnie Baker, corresponding secy.; Dusty Brandel,



LEE BAKER  
New Prexy of WSCC

### TRIPLE CHAMPION

Shorty Templeman, Seattle, Wash., was USAC's top dog in midget auto competition for 1957. He won the National, Midwest and Pacific Coast titles. His final triumph for the year was recorded when he led George Amick and Rodger Ward to the wire Dec. 29 at Bonelli Stadium in a 100-lapper.

publicity and pubrel, and Gloria Dearborn, race coordinator.

Special WSCC awards will be made at the top affair, which will feature the music of the club's Pit Crew, Gerry Dolin and his trio.

Sunnies Baker is chairman of the Banquet Committee. The action gets under way at 7:30.

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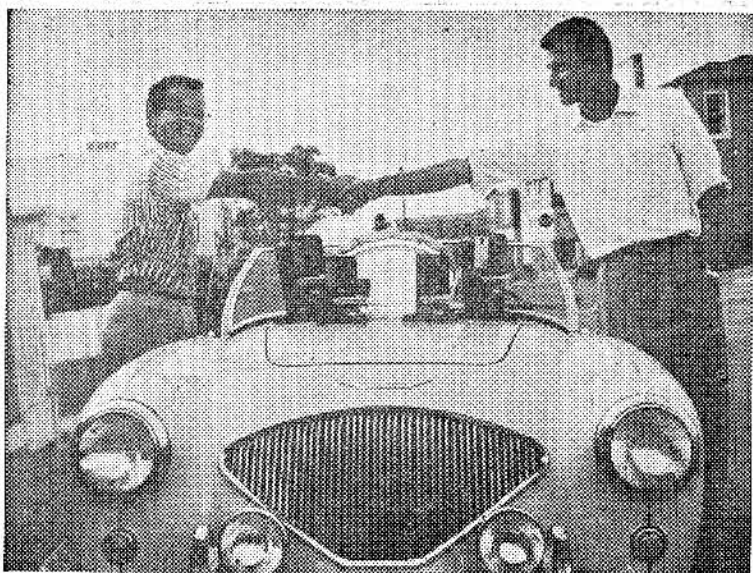
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—Walt Glassett  
**POTENT THREAT** to repeat their 1957 So. Calif. Council of Sports Car Clubs rallye championship this year is the duo of Dick Flude, left, navigator, and Bill Hanna, driver, of Northrop SCC. They're shown with their Austin-Healey and trophies after recent rallye win.



**ANNUAL AWARDS** were made and '58 officers installed at banquet staged by Austin-Healey Owners Club at Blarney Castle. Left to right: Mrs. Sydney Trecise, wife of the guest speaker, representing Automotive Div. of Gough Industries; Reno Lawrence, new prexy; Eo Lawrence, Ken Kane, retiring prexy; Rudy Cleye of the BC, and Polly Kane.

## News Along the Rallye Front

Reno Lawrence, new prexy of the Austin Healey Owners Club, was named winner of the group's 1957 Rallye Championship, with 178 points, at the installation and awards dinner held at Blarney Castle.

Following were: 2. Walt Kingsbury (1956 champion) 163; 3. Ken Kane and Liz Murray 156; 4. Jiggs Schwab 154; 5. Frank Arnott 144; 6. Dave Long and Earl Money 134; 7. Bob Ross 127; 8. Don Nelson and Jean Hudson 124; 9. Jerry Leap 122; 10. Bob Raffetto 119.

Included among trophies was the 42-inch tall Mitchell & Pauli Perpetual Award. It went to Lawrence, who will have to win it once more before it becomes his permanent property.

Guest speakers were Sydney Trecise of the Automotive Div. of Gough Industries, Western distributors for Austin-Healey, and Frank Allen, "Mr. A." of the Motor Classics radio program. Rose Marie Reid presented a swim suit fashion show.

New officers: Reno Lawrence, president, tops the Austin-Healey Owners Club's new slate of officers for 1958, who were installed at the annual awards banquet Dec. 14 at the Blarney Castle. Others: Joan Hudson, V.P.; Flo Stevens, sec'y; Liz Murray, treas. Directors: Jiggs Schwab, rallye chairman; Tip Gruver, tech. chair.; Burr McDowell, pub. chair.; Chuck Meredith, SCCSC delegate; Bob Ross, membership chair.; Jim Marshall, entertainment chair.; Frank Arnott, AHOC NEWS editor.

**PLENTY OF SPARKS**  
Hats off to one of the most rallying families in Southern California—Duane and Jerrie Sparks, their son Ted and his wife, Ann, and another son, Jack, and his girl friend, Lynne Kress.

Last weekend, Jack and Lynne, in a '56 Ford (with power steering, yet) won the AHOC Rallye Round the Orange with a fantastic 3-sec. error! Pop and mom, in a T-Bird, were 2nd, and Ted and Ann, Volkswagen, were 10th. Sixty-three cars competed.

Entered as a family team, they placed first in the recent Colonial House Rallye, staged by the Tri-Counties SCC in Oxnard.

Representing the Douglas Santa Monica Club, the six will be competing as a family team for the first time in a Championship rallye when the Long Beach MG Club stages its Great Western Rallye Jan. 25.

**"VEGAS GAMBOL"**  
Jan. 15th is deadline for entries and

reservations in the First National "Vegas Gambol" being staged Feb. 15-16 by the Los Angeles Section of the Mercedes-Benz Club of America.

It's a single navigational rallye, but entrants may drive directly to Las Vegas if they wish. Cost is \$24 per couple, covering the rallye, a suite at the Royal Nevada Hotel and the victory brunch. Members may invite as many guests as they wish whether or not they drive M-Bs. Contact John Robinson, 2917 Ledgebrook Dr., Hollywood 28.

**"DO IT YOURSELF"**  
Austin-Healey Owners Club is looking ahead to the "Do It Yourself II" Rallye, Feb. 9. It's a 4-hour affair promising much fun over all paved roads. Entry fee is \$1.50 and the starting point May Co. parking lot, Lakewood.

Contact Jean Hudson, NE. 1-5407, or Jiggs Schwab, UN. 4-8733. Last leg of this one is navigational.

**LONG BEACH PROGRESS**  
Chuck Matthews, Long Beach MG Club treasurer, reports club purchase of seven rallye checkpoint watches. He also notes purchase of two water coolers for the Flag Team. Other LBMG outlays were for a film of its Great Western Rallye and 5-year-membership pins.

Next Great Western is set Jan. 25, and looms as another goodie. For info, call UN. 4-8378. LB's top ten point standing drivers will manage club teams under a new setup to promote more interest in monthly events. Teams will vie for a challenge trophy, awarded for one-month periods. Best performing teams collect trophies at year's end.

**GLENDALF ACTION**  
About 110 miles will be covered in the "January Journey" rallye planned Jan. 19 by the Glendale FCCA. The 4-hour grind starts 9 a.m. from Sears' North Hollywood parking lot. Two classes, navigational and/or "seat of pants" are other features.

All roads are paved. More data—TH. 8-2445 and ST. 5-2108.

**RALLYE AUTOMATION**  
Northrop Recreation Club rallye results will be more rapidly forthcoming. Data is now punched into IBM cards and run through an IBM computer. New ratings will be computed and corrected indices published following future championship events. Data will even include the 60% driver and 40% navigator values!

## RALLIES

### JANUARY

- 12—Hughes Employees Association SCC Rallye Round, South parking lot, 9 a.m.
- 18-19—Sports Car Unlimited "Snow Run, San Francisco.
- 19—Glendale FCCA, January Journey, Sears North Hollywood parking lot, 9 a.m.
- 19—Competition FCC Slalom, South Bay Bowling Alley parking lot, 9 a.m.
- 19—Mercedes Benz Club of America and Southwest SCC, Hare and Hound Rallye, Broadway Crenshaw, Mobil Station, 9 a.m.
- 25—Long Beach MG Club Great Western Rallye, Lakewood and Firestone Blvds., Downey, 7 a.m.

### FEBRUARY

- 9—Austin Healey Owners Club Do-It-Yourself Rallye, Lakewood between Del Amo and Candlewood, 8:30 a.m.
- 14-15-16—Las Vegas and L. A. SCCA Regions, Las Vegas Rallye.
- 15-16—Mercedes-Benz Club of America, Los Angeles section, Vegas Gambol.
- 19-20—San Diego SCC, Don Diego VIII Rallye.

### GREAT WESTERN RALLYE

Fourth running of the Great Western Rallye, sponsored by the Long Beach MG Club, will be run Saturday, Jan. 25, starting from Stone-wood's Restaurant, Firestone and Lakewood Blvds., Downey. Cars will leave at one-minute intervals beginning at 7 a.m. This is the first Championship event of 1958, sanctioned by the So. Calif. Council of Sports Cars. Post entries will be accepted. Entry fee, \$5. Call UNiversity 4-7378 for further information.

The route features all paved roads and is strictly the navigational type rallye. The event is approximately 10 hours in duration. Trophies will be awarded to driver and navigator through first 10 places. Dash plaques for all entering cars. Also awards to the best three-car teams.



**MEMBERS OF** Competition Foreign Car Club of L. A. gather around Joel Ohnstad's Austin-Healey when trophies were presented top three finishers in Until Dawn poker rallye. Trophies were donated by the Bonaventura Bros. of Shell Service in Culver City, where presentation took place. Bonaventura Bros. (in white) are in front row; others, from left are Lee Huntley, 3rd in rallye; Norman Devereux, 2nd, and Joe Puckett, club pres., who accepted trophy for winner Dan Aitken.

### MINX ON TOP

A Hillman Minx has gained the fourth consecutive outright victory for Rootes Group cars in Australia's Victorian Alpine Rallye. The Minx took the 1500cc class award.

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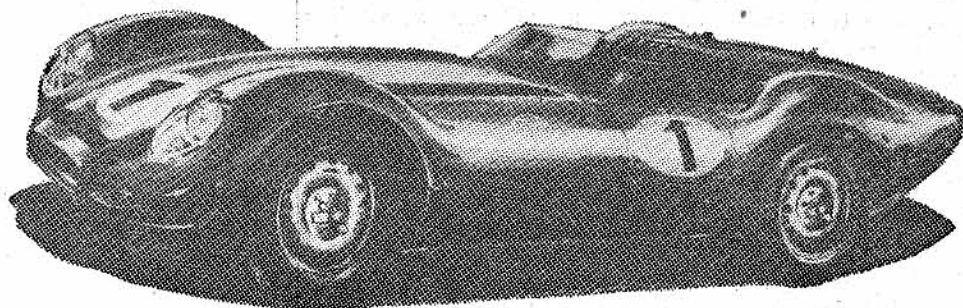
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# SCENES FROM RECENT MEXICO RALLYE

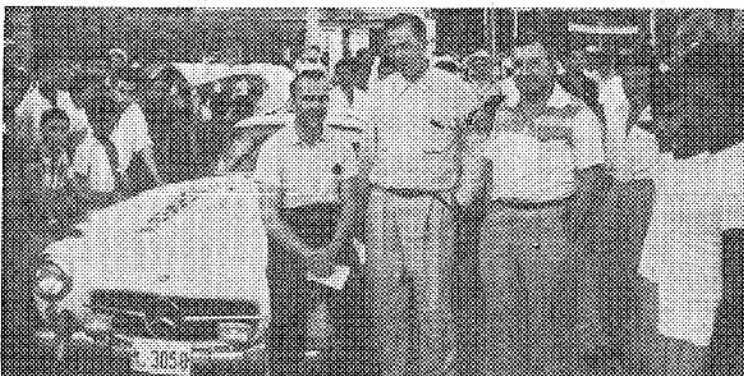


—All MOTORACING Photos

**BLANKET FINISH**—The three Simcas from Los Angeles cross the finish line together in the sticky Acapulco heat. Three tandems were Ken Miles-Nick Marechal, Marvin Patchen-Dick Kermode and Bert Johnston-Dick Flude.



**CROSSING THE "meta"** at the Pacific port is a Cadillac which departed from Torreon. Driver was Jorge Neveu, and the navigator, Javier Cisneros.



**THIS GROUP** attracted most of the attention at the finish of \$24,000 rallye. Left to right: Paul O'Shea, 1957 National SCCA point champion; Allen Guiberson, wealthy Dallas oilman and owner of the Mercedes-Benz 300SL which Paul drove, and Navigator Gordon Barry. They failed to finish in the money.



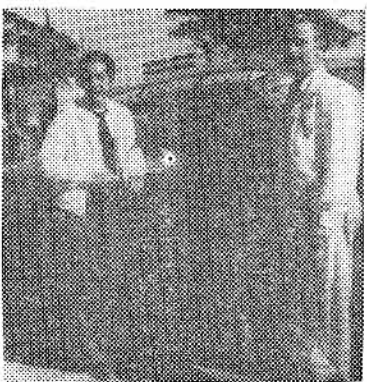
**NOTABLE** at Acapulco Victory Fiesta was Bette Ford, one of the top feminine bullfighters in the world, shown with Don McQuilken, a participant in the rallye.



**THROGS** line both sides of the road as field departs from Guadalajara, Jalisco, one of the five starting points leading to Mexico City, thence to Acapulco.

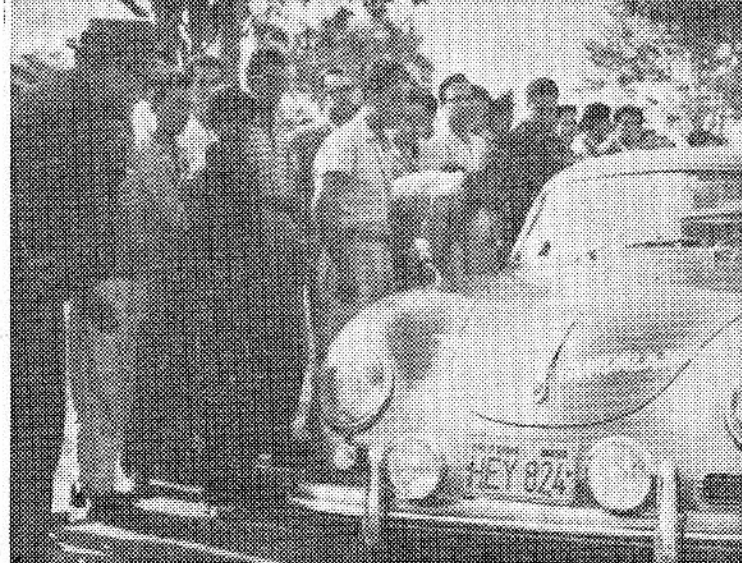


**GEORGE HOLLAND**, left, hands over \$5 bill to Allen Guiberson, who won bet when his entry, O'Shea-Barry, finished ahead of two cars sponsored by Burbank automotive executive.



**ONE OF** two duos sponsored by Holland was Dr. Armando Moraila, Jr., navigator, left, and Les Scott, USAC stock car pilot, the driver. Car was a big Cadillac sedan.

When you're in town, call me at AX 2-0287—Joyce.

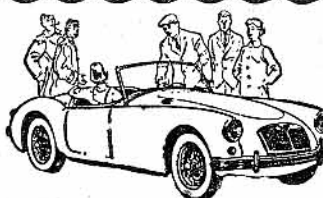


**JOHN MALONE**, the L.A. public relations counsellor, was one of the starters along with Jorge Garibay at Guadalajara. Here he drops the flag as Ignacio Lozano takes off in Porsche Carrera, with Howard Frank as navigator.

## Midgets at Riverside

USAC's mighty midget autos are slated for a take-off on Grand Prix road racing in a 100-mile event Sunday, Jan. 19, at

Riverside International Raceway. Course has been changed from the usual 3.275-miler to a 2.5 for this event, first of its kind in USAC history.



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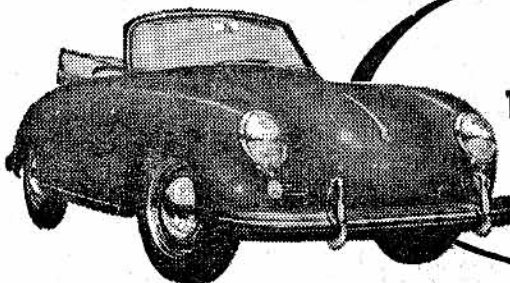
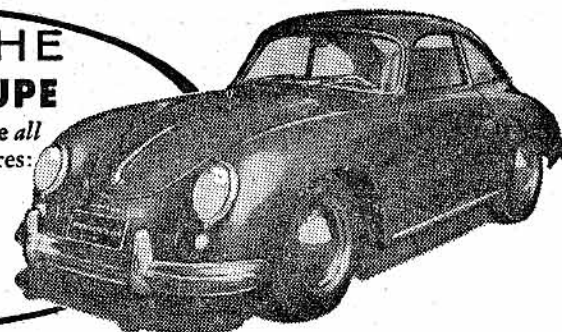


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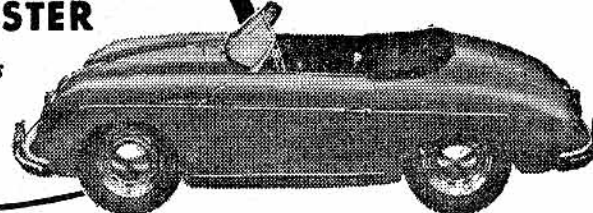
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# Gurney to Drive for Edgar; Patron Off 'Amateur' Kick

By MAURY POWELL

ENCINO, Calif., Jan. 7—Two startling disclosures were made here today by John Edgar, one of America's foremost sports car patrons, in an exclusive report on his 1958 racing plans for MOTORACING's readers.

One concerns an invitation to Riverside's 26-year-old sensation—Dan Gurney—to drive as teammate with Carroll Shelby, Dallas, Tex., kingpin.

The other item will cause howls of anguish from enthusiasts hoping to view Shelby's superb driving in So. Calif., for Edgar bluntly told the writer, "I don't think I'll run my cars again except for money."

(EDITOR'S NOTE — Shelby, however, may drive for other car owners in SCCA races. See Orange Bowl story on Page 1.)

A virtual unknown until he placed second behind Shelby during the SCCA National Nov. 17 at Riverside International Raceway, Gurney gets an opportunity rarely accorded a driver with his limited experience. However, there's little doubt in Edgar's mind that Gurney, who won the Paramount Ranch feature Dec. 8, isn't ready.

## BEAT TOP DRIVERS

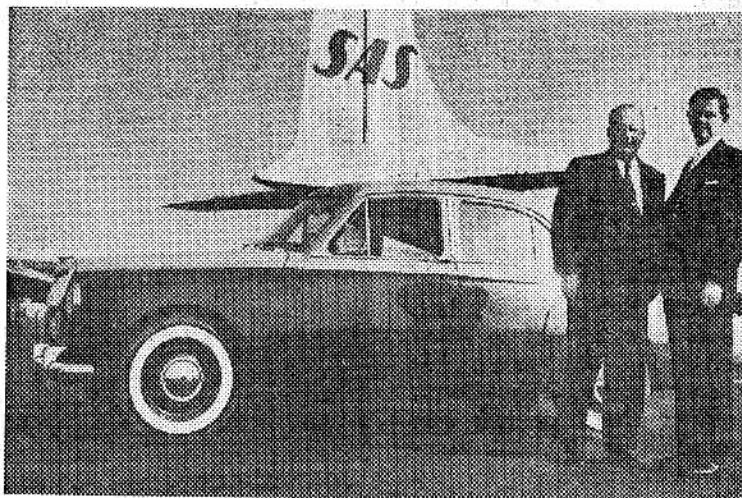
"You saw him take quite a few good lads into camp at Riverside," Edgar pointed out. "Look what he did to the likes of Walt Hansgen, Masten Gregory, Richie Ginther, Johnny von Neumann, Paul O'Shea and Jack McAfee. They all had pretty fair equipment while he was driving a tired, old 1954 Ferrari.

"Enzo Ferrari and Luigi Chinetti agreed with me that Gurney deserved his chance in the big-time right now. So, his first pro start will be in my 4.9 Ferrari Feb. 16 at Havana, Cuba," Edgar continued.

Shelby is slated to pilot the 4.5 Maserati 450 S in which he won at Riverside, or a new 4.1 Ferrari similar to that Phil Hill drove to victory at Elkhart Lake if Chinetti can deliver it in time.

Following the Havana meet the Edgar Scuderia heads for a San Salvador race Feb. 27. As usual, Chief Mechanic Joe Landaker handles the wrenches. They'll return home following the San Salvador speedfast and further plans will be mapped at that time. It's likely the entire Edgar contingent will trek to Europe.

His projected withdrawal from "amateur" racing as presently conducted in the United States is purely "a business matter," Edgar emphasized. "I have no quarrel with SCCA or any other club. As one who has gotten into the sports car game pretty deep within the past 10 years, I can tell you that big-time sports car racing can never come to the United States under the present set-up. There could be an important change this year, but I can't say more at this time."



BACK in U.S. after trip to England via SAS are Peter G. Gough, left, president of Gough Industries, Inc., and John Beazley, general manager of Gough's automotive division. They will import record number of BMC's Austin-Healeys, MGs and Morris' during 1958.

## FORMULA III RACING

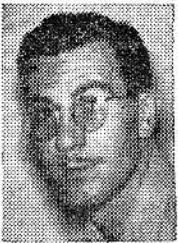
By MIKE SIAKOOLIS

Recently Harry Morrow took his Cooper Norton for practice at the new Riverside track, chiefly to find out how a Formula III car would go there. He put on the biggest gear he had — a 24-tooth sprocket, which at 6000-rpm and 500x15 tires gives a top speed of 109-mph. On the second lap, the tach broke, but with his many years of listening to the peculiar and particular sounds and vibrations made by a 500, he was still able to achieve the desired 6000rpm.

After Harry's tryout and other observations of the entire course by him and several other members of the 500 club, it was agreed the course is ideal for 500 races. Those racing had better make doubly sure their wheels are well balanced because at the speed attained, there can be little margin for error and none for neglect. Remember to bring your biggest gears—it may not get you off the line but on no place on the course will you ever get below second gear.

## SAFETY MEASURE

The latest tech requirement is a rolling brake test in the warm-up area before the car is even able to practice. Precautionary measures such as these may well mean the difference between success and save the day for the car and yourself.



MIKE SIAKOOLIS

I just heard the other day that there are now Coopers in the San Diego area. This is always welcome and heartening news.

Ray Wilkinson has been having a lot of teething problems with the two-stroke engine in George Holcomb's car. He has gone to fuel injection, using Amels carbs. When he at last figured he had the fuel flow just right and no more flat spots, one of the rods bent. He is now hard at work building a new lower end, new rods and heavier three main bearing crank. If this engine proves to be a Norton beater, Ray will have them for sale. The price will be somewhere below \$700. At that price a fellow couldn't go wrong. Parts for these machines would be as near as your telephone. This is probably one of the finest all-out efforts in Formula III racing I have ever seen.

While I am on the subject of engines, the new 30.50 B.S.A. single puts out 48hp on pump gas. It will turn up to 8000rpm and parts will be readily available. The cam can be changed as easily as you would gears. The gear box is as rugged as a big Burman but has needle bearings instead of bronze bushings.

Dick Rodgers' Cooper DO Norton is a shining example of a Formula III fan's dream. Dick's car is undoubtedly one of the best-prepared cars on the West Coast. Those who doubt this have only to look at the point standings. Although Dick is still comparatively new to the sport, he shows remarkable promise. Jay Chamberlain, his boss, has given him many helpful points to improve his style. The next time you are at a race, notice the relaxed driving position he maintains and compare it with some of the near greats in the sports car kingdom and tell me if he isn't championship caliber material.

The 500cc Club has received several letters of acknowledgement from the H class boys indicating their willingness to participate with us in our racing events. If it comes about as planned, it will be a welcome advantage to us all.

For further information, contact the 500cc Club of America, Inc., at 2708 W. Magnolia Blvd. Or better still come to our next meeting. They are held the first Monday of every month at 8 p.m. at North Hollywood Park Playground Clubhouse.

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## European Scene

By W. Robert Nitske

TARUFFI HAD POINTS, BUT WHY ALL GORY TITLES?

WITH THE European sports car racing season now history, it might be profitable to review some of the aspects of it, as Piero Taruffi has done in his recent article in the Saturday Evening Post. Well, perhaps not as profitable as that one.

Taruffi has been racing motorcycles and automobiles for 34 years and is an authority on road races. Out of the 132 road races he participated in, he won 42, an impressive number indeed. In addition, the Italian established 32 international records, and lately he is best known for his development of the twin boom motorcycle, the Tarf. As an industrial designer and engineer, Taruffi has contributed appreciably to motorcycle and automobile development over the year.

## NO ROAD RACING

Now in his fiftieth year, Taruffi will quit road racing, but might partake in Grand Prix events on closed circuits. The game is for younger men, he said, and road races are outmoded by modern power plants anyway. While these events once served to test new cars, this primary purpose has been eliminated by the extensive testing at the various factories.

The large and ever more powerful sports car engines have, of course, been of great concern to the officials. While not actually prohibiting their participation in championship events, the points for the coups des constructeurs will be awarded only to cars with 3 liter engines. Larger displacement cars can take part in these races, but the FIA will not consider them in the official standings. The net effect of this ruling should be that not many, if indeed any, such cars will be entered by their respective factories.

Taruffi feels that the further development of smaller displacement cars, for instance the 1500cc weighing 1650 pounds, will prove a boon to the racing interests. However, such a machine is not appreciably slower than the larger displacement cars.

## GORY TITLES

As an outspoken advocate

against races for sports cars on regular, open highways which are at times not even adequate to accommodate the usual traffic at reasonable speeds, Taruffi speaks for many enthusiasts of the sport. However, the title of the article, "Stop Us Before We Kill Again," could certainly be considered somewhat sensational. Surely the sub-heading, "A world-famous road-race driver calls for the abolition of this murderous sport. He tells why it has become too deadly for drivers and spectators alike," has a strong macabre flavor.

Taruffi believes that 60% of the drivers who have raced with him since 1923 have been killed, and he mentions some, Ascari, Castelletti, and de Portago as recent victims.

Illustrated with two large photographs of the Le Mans holocaust and several racing pictures of Watkins Glen and the Mille Miglia, the article also used a picture of the demolished de Portago machine and a photo of the Spanish nobleman. A photo of Taruffi, after winning the 1957 Mille Miglia, is also used.

Although the article makes clear that the concern is with various races staged on open highways, a box lists the major racing disasters. The ten greatest catastrophes, beginning with the 1928 European Grand Prix at Monza when 28 were killed, list also road circuit deaths. The 1947 death of 5 at Modena; 1948, 7 at Brno; 1952, 13 at Gladbach; 1953, 10 at Buenos Aires; 1955, 82 at Le Mans, were at well policed circuits. The Mille Miglia disasters in 1938 when 10 met death, 1956, when 6 were killed, and 1957 with 14 dead, as well as the 1953 Mexican road race with 6 fatalities, were examples suited to the author's purpose.

Taruffi concludes that "death has simply become too easy, and anything that is too easy loses its appeal."

Racing, as most exacting and demanding of sports, has always been dangerous. Strict supervision can reduce that element to a minimum, but never eliminate it completely.

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## VIGNETTES BY VIGNOLLE

(Continued from Page 3)

SCCA, announced it was his swan song. Said he was getting too old. A lot of upstarts wish they could tool a machine the way he does!

Jimmy started sports car racing in 1954 with a Jag XK120 convertible. And he once beat CARROLL SHELBY. Wonder if the Texan remembers that. It was long ago at Ruidoso, N.M. Carroll was steering a C Jag.

Dr. Dick Thompson, the Washington Corvette ace, must be a toughie. Remember his beef a few seasons back with Rudy Cleye at Palm Springs? And at Nassau, Lek von Kaesborg, the 300SL pilot, complained after Thompson slammed into his car, bashing in the side. "At least you ought to say you're sorry," Lek protested. "Well," countered the molar mechanic, "it just so happens I am not a bit sorry!" Vive la sportsmanship (con amore)!

It was pleasant indeed receiving copy by messenger at the swank Dolphin Hotel, with the notation in bold type on the envelope: **ON HER MAJESTY'S SERVICE**. The Nassau Development Board did things up right.

Contrary to rumors in the east and in Europe, John Edgar is not pulling the pin as a racing patron—he's just getting smart (surprised it took this long) and getting out of these phony "amateur" races and the tin-cup routine. Temple Buell allegedly is getting off the simonpure kick, too.

Carroll Shelby, his No. 1 driver, has the right idea, also. He was our aerial compaignon de voyage from Miami as far as Dallas. Talk got around to a race that allegedly is coming off in San Salvador next month, the week after Havana. He said he had been offered \$5000 appearance scratch.

"Are you going?" this observer asked innocently enough.

"Man, for 5 grand I'd race anywhere," he drawled.

Incidentally, this fantastic moving around he does all over the country and flying back and forth from Europe is beginning to tell on him. He looks plenty beat. And he admitted it was affecting his driving. "Brother, it is a grind," he sighed.

Luigi Chinetti, the NY Ferrari mogul, has been named U. S. rep for the Cuba race Feb. 16, and for this one it is reported Edgar picks up \$6000 starting dough for two cars.

## Cal. Club Promoter Steering Hawaii Races

The Hawaii races will be run May 9-10-11, and guess who is running the show? None other than the promoter of the Cal Club races. He was hired by Ray Turnbull, who had the misfortune last year of staging what was termed an artistic success, but a financial flopperoo.

It will be interesting to see what the CSCC promoter can do without the full resources of the amateur club helpmates. Those islanders will really have to move. Here's hoping—for Turnbull's and the islanders' sake.

NOTES—That blathering mountebank who has been carping about the Sacramento races (where a spectator suffered MINOR injuries) and rapping the S. F. SCCA might now tell us about Paramount Ranch and the CSCC... Wonder if ol' GH, the Great-I-Am of sports cars, took to heart some of the sage advice imparted by John Malone... Plans are underway to switch the Avandaro race next April to Mexico City. Former site was too far from the population center. The Mexicans will come up with a juicy prize list... Overheard: "The penalty for going into a turn too fast should not be death. That is a disgrace."... My Latin spies report Tony Parravano was spotted recently in Guadalajara, Mexico. He was interested in a real estate deal there, said he would like to race his cars (expensive, too) at the Jalisco city. Does anyone know where all that tremendous machinery is?

The gilt-edged boobs who oppose roll bars and defend their "stand" by saying that European Grand Prix drivers never would consider that safety device, ought to talk to Masten Gregory, the bespectacled Kansas City phenom who had a good season in 1957 on the other side of the Atlantic. He flipped his Maserati (the one ol' GH said would not race at Riverside, but DID!) last month at Caracas. It was a bad one, and the only reason he is alive today is because he had installed the head rest variety of roll bar. It was the same kind of a deal that saved Chick Leson at Arcata... Alfred Allee has high praise for those Paramount Ranch practice sessions, adding they are beneficial because time is taken out for instruction.

## Senator Would Outlaw All Motor Racing

There is talk in the east that some Senator is trying to introduce a bill into Congress to outlaw ALL motor racing, due to Taruffi's article in the SEP... Rumor: That a Cal Club nabob tested some links of the chain that the late Jim Firestone used between his seat belt and the eye-bolts and found that they opened at 180 pounds... And how did this belt get through tech inspection?

Asks Bill Shedenhelm, whose "Slightly Modified" column in MOTORACING is drawing raves not only locally, but throughout the U. S. and other foreign points we've visited lately, "Why is it that no one mentions Magnafluxing the front ends and steering of cars anymore, with the exception of the 500 Club (which insists on it once a year and on EVERY new car) when they used to be so hot on the subject?... Non-Rumor: Because he got only scant mention in a R&T yarn, that driver (you-know-who) called up the mag and raised all kinds of hell. This bloke will NEVER learn!

Adding to the festive Yuletide spirit was receiving joyous wishes from Johnny Green and Len Weissman of Renault, Vilem and Zaz Haan of Haan Foreign Car Accessories, Bob Drake and

(Continued on Page 10, Cols. 1-2)

## Complete 1957 SCCA National Point Standings

CLASS B SPORTS				CLASS C SPORTS				CLASS D SPORTS				CLASS E SPORTS				CLASS F SPORTS			
Pos.	Pts.	Driver	Car	Pos.	Pts.	Driver	Car	Pos.	Pts.	Driver	Car	Pos.	Pts.	Driver	Car	Pos.	Pts.	Driver	Car
1	2000	J. E. Rose	Corvette	1	1000	Jim Parkinson	Renault	1	1000	Charles Sarle	AC Bristol	1	1000	Charles Sarle	AC Bristol	1	1000	Charles Sarle	AC Bristol
2	1200	Andy Rosenberger	N-Healey	2	1000	Candler Poole	PBX	2	800	M. G. A. Cappiello	AC Bristol	2	800	M. G. A. Cappiello	AC Bristol	2	800	M. G. A. Cappiello	AC Bristol
3	1000	Ralph Durbin	WB Special	3	1000	Wiley Reid	DB	3	800	Herbert Cloer	TR3	3	800	Herbert Cloer	TR3	3	800	Herbert Cloer	TR3
4	1000	John Cook	WB Special	4	1000	Bill Wood	DB	4	800	Gordon Crowder	AC Bristol	4	800	Gordon Crowder	AC Bristol	4	800	Gordon Crowder	AC Bristol
5	800	Duane Brohaugh	Allard	5	800	Al Beasley	Slata	5	800	John Haggarty	AC Bristol	5	800	John Haggarty	AC Bristol	5	800	John Haggarty	AC Bristol
6	800	John L. Haas	T-Bird	6	800	George Lamberson	Slata	6	800	Harold Hurlley	TR3	6	800	Harold Hurlley	TR3	6	800	Harold Hurlley	TR3
7	800	Robert Roloson	T-Bird	7	800	Glenn St. Louis	Renault	7	800	Raymond E. Mason	AC Bristol	7	800	Raymond E. Mason	AC Bristol	7	800	Raymond E. Mason	AC Bristol
8	600	John Staver	Corvette	8	600	Roger Mace	Cooperatl	8	800	Bob Oker	AC Bristol	8	800	Bob Oker	AC Bristol	8	800	Bob Oker	AC Bristol
9	600	Edward Grierson	Corvette	9	600	John Mueller	Slata	9	800	Lonnie Rix	AC Bristol	9	800	Lonnie Rix	AC Bristol	9	800	Lonnie Rix	AC Bristol
10	400	Robert Loudon	Jag C Spec	10	600	Oliver Schmidt	Crosley	10	800	James S. P. Robinson	AC Bristol	10	800	James S. P. Robinson	AC Bristol	10	800	James S. P. Robinson	AC Bristol
11	400	Robert Gatz	Jag C Spec	11	400	Hugh Grammer	Crosley	11	800	Arnold Bristol	AC Bristol	11	800	Arnold Bristol	AC Bristol	11	800	Arnold Bristol	AC Bristol
12	200	Donald B. Warren	N-Healey	12	400	John Haas	Bandini	12	800	Edgar Welch	AC Bristol	12	800	Edgar Welch	AC Bristol	12	800	Edgar Welch	AC Bristol
CLASS C SPORTS				CLASS D SPORTS				CLASS E SPORTS				CLASS F SPORTS				CLASS G PRODUCTION-SPORTS			
1	9500	Walt Hansen	Jaguar	1	1000	John V. Meyer	Meyer Spl	1	1000	Lake Underwood	Porsche	1	1000	Lake Underwood	Porsche	1	1000	Lake Underwood	Porsche
2	3100	Charles Wallace	Jaguar	2	1200	Lt. Stutz Plaisted	Cheetah	2	4600	Richard Nash	Porsche	2	4600	Richard Nash	Porsche	2	4600	Richard Nash	Porsche
3	3000	Carroll Shelby	Maserati	3	1000	J. Robert Bucher	Allard J2X	3	3400	Freddie Barrette	Porsche	3	3400	Freddie Barrette	Porsche	3	3400	Freddie Barrette	Porsche
4	2000	J. M. R. Lyeth	Ferrari	4	1000	Victor Meinhardt	Kurtis	4	2400	William T. Hughes	Porsche	4	2400	William T. Hughes	Porsche	4	2400	William T. Hughes	Porsche
5	2000	Robert Stonedale	Jaguar	5	800	Richard Matthews	A-H Spl	5	800	Bengt Soderstrom	Porsche	5	800	Bengt Soderstrom	Porsche	5	800	Bengt Soderstrom	Porsche
6	1800	Duncan Black	Ferrari	6	800	George Weaver	Maserati	6	2000	Arthur Tweedale	Porsche	6	2000	Arthur Tweedale	Porsche	6	2000	Arthur Tweedale	Porsche
7	1800	John Fitch	Jaguar	7	800	Phillip Cade	Maserati	7	2000	Don Wester	Porsche	7	2000	Don Wester	Porsche	7	2000	Don Wester	Porsche
8	1800	John Kilborn	Ferrari	8	800	William F. Fritts, Jr.	Corv	8	1800	Lewis Bracker	Porsche	8	1800	Lewis Bracker	Porsche	8	1800	Lewis Bracker	Porsche
9	1600	Edward Crawford	Jaguar	9	800	Dean William Larson	Corvette	9	1000	John Holmes	Porsche	9	1000	John Holmes	Porsche	9	1000	John Holmes	Porsche
10	1600	Phil Hill	Ferrari	10	800	Leonard Butscher	Corvette	10	1000	Edward Walsh, Jr.	Porsche	10	1000	Edward Walsh, Jr.	Porsche	10	1000	Edward Walsh, Jr.	Porsche
11	1400	Russell Boss	Jaguar	11	800	Charles Cunningham	Corvette	11	1200	Edward Vincent	Porsche	11	1200	Edward Vincent	Porsche	11	1200	Edward Vincent	Porsche
12	1400	Richard Kessler	Jaguar	12	800	Robert Mouat	Corvette	12	1000	Harry R. Beck	MGA	12	1000	Harry R. Beck	MGA	12	1000	Harry R. Beck	MGA
13	1000	Richie Ginther	Ferrari	13	800	Dean McCarthy	Corvette	13	1000	D. D. Michelmere	Porsche	13	1000	D. D. Michelmere	Porsche	13	1000	D. D. Michelmere	Porsche
14	800	John Bennett	Ferrari	14	800	Bob Bent	Corvette	14	1000	W. M. Randle, Jr.	Porsche	14	1000	W. M. Randle, Jr.	Porsche	14	1000	W. M. Randle, Jr.	Porsche
15	800	Dan Gurney	Ferrari	15	800	Ed Leavens	Corvette	15	800	Buel W. Kinne	Porsche	15	800	Buel W. Kinne	Porsche	15	800	Buel W. Kinne	Porsche
16	800	Jack McAfee	Ferrari	16	800	Carroll Shelby	Corvette	16	800	Charles T. Kurtz III	MGA	16	800	Charles T. Kurtz III	MGA	16	800	Charles T. Kurtz III	MGA
17	600	Masten Gregory	Maserati	17	800	Lawrence Howe	Corvette	17	800	Raymond W. Olson	Porsche	17	800	Raymond W. Olson	Porsche	17	800	Raymond W. Olson	Porsche
18	600	Howard Hively	Ferrari	18	800	Hugh Woods	Corvette	18	800	Patsy Randle	Porsche	18	800	Patsy Randle	Porsche	18	800	Patsy Randle	Porsche
19	400	Dr. William Larson	Jaguar	19	800	Cal Bailey	Corvette	19	800	William J. Welch	Porsche	19	800	William J. Welch	Porsche	19	800	William J. Welch	Porsche
20	400	Don Skogmo	Jaguar	20	800	Edward Grierson	Corvette	20	800	John Dalton	MGA	20	800	John Dalton	MGA	20	800	John Dalton	MGA
21	200	James Kimberly	Maserati	21	800	J. E. Rose	Corvette	21	800	Lorrain Holder	Porsche	21	800	Lorrain Holder	Porsche	21	800	Lorrain Holder	Porsche
CLASS D SPORTS				CLASS E SPORTS				CLASS F SPORTS				CLASS G PRODUCTION-SPORTS				CLASS H PRODUCTION-SPORTS			
1	10000	Paul O'Shea	Mercedes-Benz	1	1000	Harry Carter	Mercedes-Benz	1	1000	John Peters	Porsche	1	1000	John Peters	Porsche	1	1000	John Peters	Porsche
2	3600	Carroll Shelby	Maserati	2	1000	George Constantine	A-M	2	400	John E. Ryan	MGA	2	400	John E. Ryan	MGA	2	400	John E. Ryan	MGA
3	3000	John von Neumann	Ferrari	3	2200	James S. P. Robinson	Jaguar	3	400	William Steele	Porsche	3	400	William Steele	Porsche	3	400	William Steele	Porsche
4	1800	Rod Carveth	Aston Martin	4	2200	Robert Rubin	Jaguar	4	200	Ronnie Bucknum	Porsche	4	200	Ronnie Bucknum	Porsche	4	200	Ronnie Bucknum	Porsche
5	1800	Jim Hall	Ferrari	5	1800	Jack Crusoe	Jaguar	5	200	Cdr. S. M. Decker, Jr.	MGA	5	200	Cdr. S. M. Decker, Jr.	MGA	5	200	Cdr. S. M. Decker, Jr.	MGA
6	1400	George Constantine	A-M-Mas	6	1600	Robert Fletcher	Merc-Benz	6	200	Edward Eichenlaub	Porsche	6	200	Edward Eichenlaub	Porsche	6	200	Edward Eichenlaub	Porsche
7	1200	Joseph Glubardo	A-H Spec	7	1400	Robert Grossman	Jaguar	7	200	Bruce R. Jennings	Porsche	7	200	Bruce R. Jennings	Porsche	7	200	Bruce R. Jennings	Porsche
8	1000	John Fitch	Maserati	8	1200	Robert Grossman	Jaguar	8	200	Wayne Lash	Porsche	8	200	Wayne Lash	Porsche	8	200	Wayne Lash	Porsche
9	1000	Bruck Kessler	Maserati	9	1000	Joseph Johantges	Jaguar	9	200	Daniel McNally	Porsche	9	200	Daniel McNally	Porsche	9	200	Daniel McNally	Porsche
10	1000	Robert Oker	Aston Martin	10	1000	Leonard Butscher	Merc-Benz	10	200	Albert Phillips	Porsche	10	200	Albert Phillips	Porsche	10	200	Albert Phillips	Porsche
11	800	James Johnston	Ferrari	11	1000	David Causey	Jaguar	11	200	William Schade	Porsche	11	200	William Schade	Porsche	11	200	William Schade	Porsche
12	800	John Kilborn	Ferrari	12	1000	Rees Makins	Mercedes-Benz	12	200	Fred Schraegle	Porsche	12	200	Fred Schraegle	Porsche	12	200	Fred Schraegle	Porsche
13	800	Richard Thompson	M-Benz	13	1000	Richard Perrin	Jaguar	13	200	Horace Ott	Porsche	13	200	Horace Ott	Porsche	13	200	Horace Ott	Porsche
14	800	John Barneson	Aston Martin	14	800	Ray Seher	Jaguar	14	200	John E. Ryan	MGA	14	200	John E. Ryan	MGA	14	200	John E. Ryan	MGA
15	800	John Haas	Aston Martin	15	800	Ray Evans	Jaguar	15	200	John E. Ryan	MGA	15	200	John E. Ryan	MGA	15	200	John E. Ryan	MGA
16	800	William Barklie	Henry Mas	16	800	George Gunther	Jaguar	16	200	John E. Ryan	MGA	16	200	John E. Ryan	MGA	16	200	John E. Ryan	MGA
17	800	Loyal Katskee	Ferrari	17	800	Alonso Hagner	M-Benz	17	200	John E. Ryan	MGA	17	200	John E. Ryan	MGA	17	200	John E. Ryan	MGA
18	800	David Symmes	Austin-Healey	18	800	Alonso Laws	Jaguar	18	200	John E. Ryan	MGA	18	200	John E. Ryan	MGA	18	200	John E. Ryan	MGA
19	400	Gene Greenspun	Ferrari	19	800	Robert Shaver	Jaguar	19	200	John E. Ryan	MGA	19	200	John E. Ryan	MGA	19	200	John E. Ryan	MGA
CLASS E SPORTS				CLASS F SPORTS				CLASS G PRODUCTION-SPORTS				CLASS H PRODUCTION-SPORTS				CLASS I PRODUCTION-SPORTS			
1	6200	Gaston Andrey	Ferrari	1	1000	Charles Wallace	Porsche	1	1000	John E. Ryan	MGA	1	1000	John E. Ryan	MGA	1	1000	John E. Ryan	MGA
2	3600	Pete Lovely	Ferrari	2	1000	Robert Holbert	Porsche	2	400	John E. Ryan	MGA	2	400	John E. Ryan	MGA	2	400	John E. Ryan	MGA
3	3000	E. P. Lunken	Ferrari	3	1000	Lake Underwood	Porsche	3	400	John E. Ryan	MGA	3	400	John E. Ryan	MGA	3	400	John E. Ryan	MGA
4	2200	John Fitch	Maserati	4	1000	Robert Denner	Porsche	4	400	John E. Ryan	MGA	4	400	John E. Ryan	MGA	4	400	John E. Ryan	MGA
5	1400	Chester Flynn	Ferrari	5	1000	Jack McAfee	Porsche	5	400	John E. Ryan	MGA	5	400	John E. Ryan	MGA	5	400	John E. Ryan	MGA
6	1000	Bruck Kessler	Ferrari	6	1000	Pat Pigott	Porsche	6	400	John E. Ryan	MGA	6	400	John E. Ryan	MGA	6	400	John E. Ryan	MGA
7	1000	James Kimberly	Ferrari	7	1000	John Wolf	Lotus	7	400	John E. Ryan	MGA	7				7			
8	1000	John Middleton	Ferrari	8	1000	John Wolf	Porsche	8	400	John E. Ryan	MGA	8				8			
9	800	Harry Carter	Ace Bristol	9	1000	John Wolf	Porsche	9	400	John E. Ryan	MGA	9				9			
10	800	Jim Hall	Maserati	10	1000	John Wolf	Porsche	10	400	John E. Ryan	MGA	10				10			
11	800	J. Edward Hugus	Ferrari	11	1000	John Wolf	Porsche	11	400	John E. Ryan	MGA	11				11			
12	800	Evelyn Mull	AC Bristol	12	1000	John Wolf	Porsche	12	400	John E. Ryan	MGA	12				12			
13	800	John Quackenbush	Ferrari	13	1000	John Wolf	Porsche	13	400	John E. Ryan	MGA	13				13			
14	800	John Timanus	Lotus	14	1000	John Wolf	Porsche	14	400	John E. Ryan	MGA	14				14			
15	800	John von Neumann	Ferrari	15	1000	John Wolf	Porsche	15	400	John E. Ryan	MGA	15				15			
16	800	Charles Kolb	Triumph Monza	16	1000	John Wolf	Porsche	16	400	John E. Ryan	MGA	16				16			
17	600	Paul Norair	Ferrari	17	1000	John Wolf	Porsche	17	400	John E. Ryan	MGA	17				17			
18	400	George Arents	Ferrari	18	1000	John Wolf	Porsche	18	400	John E. Ryan	MGA	18				18			
CLASS F SPORTS				CLASS G PRODUCTION-SPORTS				CLASS H PRODUCTION-SPORTS				CLASS I PRODUCTION-SPORTS				CLASS J PRODUCTION-SPORTS			
1	6800	Charles Wallace	Porsche	1	1000	Frederick Moore	A-H	1	1000	Templeton Briggs, Jr.	A I	1	1000	Templeton Briggs, Jr.	A I	1	1000	Templeton Briggs, Jr.	A I
2	5000	Robert Holbert	Porsche	2	1000	Major Gill Geitner	A-H	2	5000	J. Edward Hugus	A I	2	5000	J. Edward Hugus	A I	2	5000	J. Edward Hugus	A I
3	5000	Lake Underwood	Porsche	3	1000	Warren Cox	Austin-Healey	3	4600	Robert Crossman	A I	3	4600	Robert Crossman	A I	3	4600	Robert Crossman	A I
4	3000	Robert Donner	Porsche	4	1000	Jay Hoke	Austin-Healey	4	4000	Robert Robinson	A I	4	4000	Robert Robinson	A I	4	4000	Robert Robinson	A I
5	2800	Jack McAfee	Porsche	5	1000	Hugh Pryor	Austin-Healey	5	4000	Brooks Woodward	A I	5	4000	Brooks Woodward	A I	5	4000	Brooks Woodward	A I
6	2200	Pat Pigott	Lotus	6	1000	David Darrin	Austin-Healey	6	4000	Fred Woodward	A I	6	4000	Fred Woodward	A I	6	4000	Fred Woodward	A I
7	2200	John Wolf	Porsche	7	1000	Harold Kunz	Austin-Healey	7	4000	Allen Markelson	A I	7	4000	Allen Markelson	A I	7	4000	Allen Markelson	A I
8	2000	Paul Sagan	Porsche	8	1000	Michael Rothchild	A-H	8	4000	Thomas Kerr	A I	8	4000	Thomas Kerr	A I	8	4000	Thomas Kerr	A I
9	1400	Donald Sessler	Porsche	9	1000	James Coffin	Austin-Healey	9	4000	Val D. Scroggie	A I	9	4000	Val D. Scroggie	A I	9	4000	Val D. Scroggie	A I
10	1000	Edward Crawford	Porsche	10	1000</														





—W. R. C. Shedenhelm  
**FRANK MURPHY**, left, surveys Singer's engine wreckage after he broke crank in practice recently at Pomona. They bought rusty old block and installed new pistons on Sunday, but they couldn't get timing adjusted correctly. Looking on are unidentified spectator and Driver Gordon Crowder.

## VIGNETTES BY VIGNOLLE

(Continued from Page 9)

Mary Davis of the Grand Prix, Wally Parks of Hot Rod, Marvin and Edna Reichler, Dick McEntyre of Mobilgas, Clifford Emmich Jr., Boy Ray and Marge Wood of Imported Auto Service, Lindley and Ann Bothwell of L. A. Region of SCCA, Motor Imports and Staff, Skip Conklin, J. J. O'Connor of Western Automotive Journal and Rudy Cleye and Dick O'Neill of Blarney Castle, Competition Motors, Flintridge Motors, Bertha Kelly, Rene Pellandini of Worldwide Import; Irv Kreisel of Continental Car Imports; Bill and Marguerite Bowen and Joyce Barnard, Debbie Carl, Betty Holiday, Nancy Brooks and Faye Unter of Classified Depts.; Marion and Charlie Weber of MG Mitten, Dick Cook of KSFO, Hank McCance of Panam (Honolulu), Bill Schroeder, Dick Moon, of Mercedes-Benz, Val Marrs and Singer Owners' Club, Chuck Eastman of Valley Times, Dusty Brandel of Hwd Citizen-News, Bill and June Dow, Trudy Philion, Gene Cooper, Alice Song; Jaguar Jane Moore, Alvida Lane and Blanche Baker of the Disorganized Admirers, Carl and Bea Wynn of Wynn's Friction Proofing, Skip Hudson and

Glorie Duke Mater, Guadalupe Guzman, R. (Mexico City) and Lois Gaines, Barbara Novak and Gil Smith of SAS, Joel Mondeaux, Floyd Clymer and Ed Elliott of Pit Pass, Peter Page of Lodge Spark Plugs (Rugby, England), Henry (Our Far-Flung Correspondent) and Annie Manney (London), Volkswagen Club of America, Europa Motor Co., Al Torres, Lew Bracker, Motor Trend, Josh and Betty Hogue of the SF Chronicle, Ray Frug, Rebecca from Acapulco, John and Barbara Malone, Honey and H. K. Wong, Jorge Rosado of Velocidad (Mexico City), Norm Benedict of Toptex, W. R. C. Shedenhelm, Clyde Giraldo and

Reno Lawrence and Austin-Healey Owners Club, Sunnie Baker and Women's Sports Car Club, Frank and Pat Alten of Motor Classics, Burt Chalmers, Al Blanchard and Al Walker of Spotlite News, Johnny Fryer, Johnnie Walker, Evans Houghton, "Lefty" Jenkins of Jenkins Tires, and

Bob Cole of the S. F. Region of SCCA, Marion and Axel Wars (Mexico City), Carlos Covarrubias S (Mexico City), Hoffman of Calif., Chick and Louise Leson, Gordon and Ann Martin, Fred and Jackie Pfisterer, Jimmie Crum, Sam Weill of Competition Motors, George Cary Jr. (Acapulco), W. Bothwell Henderson, Anne and Denis Evans, George Barber of U. S. Rubber, Spike and Gwenn Graham of Del Monte Properties, Hank Henkel of Rootes Motors, and

Gini and Howard Swift, Joe and Margaret Smith, Tetta and Dr. Tom Richert (Honolulu), Ignacio Lozano of LA Opinion, Tracy and Kay Bird, Tom Scripps and Bob Harnar of Ford, Bill and Helen Dredge, Buck Buchwach (Honolulu), Carroll Shelby of Carroll Shelby Sports Cars, John Edgar, Jack McAfee, Steve DaCosta (Kappa, Kauai, T. H.), Haan and Hirsty of Foreign Car Service, Road America at Elkhart Lake, Gene A. Pinckney of Auto Div. of Gough Industries, Ivy Ostrow, Margaret and Art Peck, Ray and Jean Lavelly, Gloria, Betty and Gordon Glyer and

Myra and Leo Jones, John Chadwick, Jeannette and Maury Powell, George Woods, Al Dean of Dean Van Lines, Al and Ruth Papp, Sandy Karlan, Cal and Ellen Howard, Cam and June Cooper, Helen and Spence Kurtz, Mickey and Jo O'Donnell, Ann and Leo Newman, Al and Betty Santoro, Lou and Hilda Gregorius, Barney Glazer, Herb Goldsmith, Lew and Lorraine Rader, Dorothy and John Haskell, George Holland and Muebles Finos (Mexico City).

And last but not least with the greatest card of them all (To a Dear AUNT on Her Birthday\*)—Jay Gurey, the well-known human being!

\*... I ain't got no aunt but the store ran out of Christmas cards.

## Reventlow Sports Car Races at Nurburgring

The new revolutionary Chevy-powered sports car which wealthy Lance Reventlow is having built will have its first

outing in a few months at the famed Nurburgring in Germany. it will be driven by Reventlow and Bruce Kessler, and Chuck Daigh may figure in the picture.

## Von Neumann Gets Argentine Invite

John von Neumann has been invited by the Ferrari factory to drive his 12-cylinder, 3-liter Testa Rossa in the 1000 Kilometers of Buenos Aires race for sports cars at the Argentine capital, Jan. 26. He was asked to team with Wolfgang Seidel.

Because time did not allow shipping the car by surface transportation, von Neumann cabled the factory to see if they were willing to pick up the air tab (\$1800 one way).

## Letters

(Continued from Page 2)

fidence on the part of the organizing club in its watches and in the organization of its personnel. The six amateur clubs that were mentioned in the regulations as cooperating with the ANA in the organization did so only in a consulting capacity, and various times reminded Martin, Moreno that the accuracy of the watches was of supreme importance. At one meeting with him, however, a representative of the Omega agency here told us that the watches were being adjusted (and had been for more than a month) to the 5 standard positions, and to temperature changes in an oven and in a refrigerator, and based on these adjustments and tests it was his opinion that one second would be the maximum difference between the slowest and fastest watch over 12 hours. We felt that this was adequate, but apparently in the rallye the differences were considerably greater. However 4 checkpoints were cancelled (on the Mexico-Acapulco run) for excessive differences in time, when the watches were checked at the finish of the event.

I honestly do not see how a car—say from the U. S.—could possibly get a good score on the Mexico-Acapulco run without having practiced previously and annotated the location of each kilometer post—no, not even the rallye champion of America could have expected much success without having done so. My navigator and I, in the 3 runs that we made, checked the following:—a) The location of each kilometer post with relation to natural points on the surrounding terrain. b) The difference in distance between each kilometer. c) Calibrate our speedometer with the kilometer posts and adjust our tables accordingly. d) Include in our tables times at each half kilometer, so as to check that we were not getting behind or ahead. e) Keep our three watches running in special pockets next to our bodies for a week before the event, winding them every four hours and at that time checking them with station WWV in Washington, and making a chart of the watch errors which were then interpolated on our tables.

Besides all this preparation, we entered the day the entries opened, so as to secure a low number which would mean an early start from Mexico to Acapulco when the traffic was minimum (very important) and with the idea also that any watches in the controls would have less variation due to the shorter time that they had been running—all the watches were started simultaneously at about 4 a.m. and we left at 6:26.

We also carried two radios (one short wave), food for an army, a refrigerator with cokes and water, a mattress which you could really stretch out on, with blankets and pillow, and which helped my navigator get some much-needed sleep on the run back from Vera Cruz, an extra 18 gallon gas tank permanently installed, two spare tires and a host of spare parts. The car was a '51 Ford coupe with a hot-rod engine and a 4.1 rear axle to give maximum acceleration. Even with all that load it would pull even with a Thunderbird up to 100kph.

By the way, all those Torreon guys who were griping about the non-existent control at Toluca arrived at Mexico without one penalty point.

Martin Moreno has lots of enemies, both business and personal, and they took advantage of the errors made by him and his organization to throw the book at him, and raise the biggest possible stink. I am no friend of his, and know he made some damn stupid mistakes, but considering the fact that he was planning to make the event international next year, I cannot see how an organization of millions of pesos of assets like the ANA could seriously think of a "fix" to save 100,000 pesos.

Fred van Beuren  
Mexico, D. F.

EDITOR'S NOTE—The winning navigator's lengthy story makes interesting reading, and will be published in MOTORACING as soon as space permits.

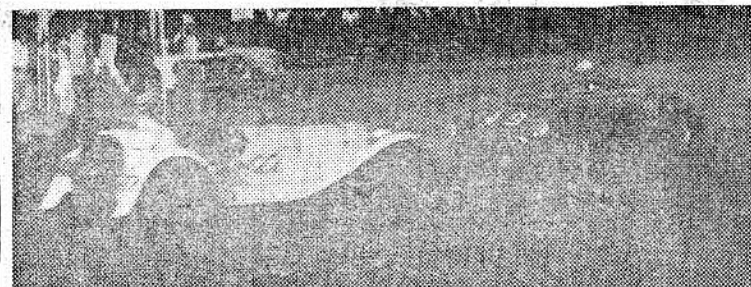
### CREDIT WILLIE WEST

Congratulations on the fine job you have been doing covering the sports car scene! I really enjoy your paper. However, I did locate an error in the San Diego charts. In Race 7 (Sunday, prod under 1600) you credited A. H. BROWN with 6th overall and 1st class G in the No. 263 Alfa. However, Willie West was the pilot. The same in race 10, you listed Palmer Hughes as the driver for 11th overall (1500 mod race) and 2nd in class G prod. Willie West is the only person who has ever raced the No. 263 Alfa. Willie also took 3rd overall in race 1. The 6th place finish in race 7 should give Willie one more point in the drivers' standings. According to our calculations with this correction, Willie should have had 35 points, after Riverside, where he picked up 5 points.

I pit crew for Willie. Thanks very much, and keep up the good work in your paper.

G. E. Thompson  
San Diego, Calif.

EDITOR'S NOTE—You are correct!



—W. R. C. Shedenhelm  
**HALLOO DEAH!**—Wrong-direction pilot here is Bruce Danielson, right, 1.9 Ferrari, who spun on turn 3 at Pomona. Other driver is David Dunbar, Fubar Merc. Spl. There was no contact.

## PILOT KILLED IN TRIPLE-R RACE

COSTA MESA, Calif., Dec. 14—Elgin Holmes, of Lancaster, today won RRR's initial pro sports car feature on the Orange County Fairgrounds 2-mile course. The program was marred by the death of Stan Smith, 25, of Los Angeles when his MGA flipped once between turns 1 and 2 on the second lap of a race for under-1600cc cars. Witnesses said that Smith took a backward glance at his rivals during the race and left the course at that

point. Death was attributed to a frontal skull fracture. The car was not equipped with a roll bar.

Richie Seifried appeared he had the main event won until the clutch of his Merc-Kurtis blew only 100 yards from the finish, permitting Holmes to score in a Corvette. Hal Grist turned in a brilliant performance in a Buick-Kurtis to nail second with Bill Cantrell third in a Corvette.

The Chevy product also was tooled to victory in the women's race by Dr. Hildreth Hoppe.

### SUMMARY:

RACE 1 (Six laps SEDANS—Al Canabec, Simca; Joan Davis, Volvo; Dick Perry, V-W.

RACE 2 (10 laps) UNDER 1600cc—Don Stewart, MGA; Pat Davis, MGA; Doug Walker, Porsche.

UNDER 1300cc—John Cooper, Alfa Romeo; Chuck Charles, Alfa Romeo; Joe Occhuito, MGTD.

RACE 3 (10 laps) OVER 1600cc—Carl Grassman, Austin-Healey; Joe Puckett, TR-3; Pit Kinsolzing, Austin-Healey.

OVER 2700cc—Elgin Holmes, Corvette; Bill Cantrell, Corvette; Bob Kudler, JAG XK-140.

RACE 4 (10 laps) MODIFIED: UNDER 1500cc—Bob Norton, Porsche Special.

OVER 1500cc—Richie Seifried, Merc Kurtis; Jim Williams, Buick Kurtis; Lloyd Porter, Corvette.

WOMEN'S RACE (6 laps) OVER 2700cc—Hildreth Hoppe, Corvette.

UNDER 2700cc—Bristol Day, Arnolt Bristol; Doris Brunty, MGTD; Carol Davis, Volvo.

## RRR Pit Notes

BI RENEE SCHEUER

RRR Pro Sports Car Races  
Orange County Fair Grounds  
Dec. 14, 1957

Before Stan Smith's fatal accident in the second race, he had talked about finding time to put a roll bar on his red MG. Surprising was the expeditiously smooth way the races were handled. Well-deserved orchids to the management of the Triple-R. Also to Ver Daun Pitts, who looked just as unruffled after flipping her Corvette on turn 7 during women's practice as she did before! The turns on this course are not just turns—they're right angle corners! It seems much too tight for the big-bores. Before the first race was finished, the spectators at turn 1 were enthusiastically applauding any driver who made the turn without hitting the dirt, spinning out, or teetering on the verge of a spin!

In the second race it was too bad Fred Heffington repeatedly ignored the black flag after passing on a yellow, as he was driving a good race. In the third as well as the main event Billy Cantrell cornered like the old pro he is! The way he handles that 104-inch V-8 60!! Anyone who witnessed the moment in the fourth when Hal Grist left the tail of that Kurtis on the tree which scraped his arm—and then went right on to place second, really had a breathtaking experience! His car looked like a plucked rooster in the main—maybe he came so near first place because of carrying less weight!

The gals, led by Doc Hoppe, displayed respect for this tight course in their well-driven race. As usual, Richie Seifried exhibited marvelous cornering skill, even on these treacherous angles. He took fourth and had lapped all but two cars in the main when his clutch went out. Elgin Holmes crept up on Hal Grist, finishing the main event like a movie thriller! Superb driving!

Sidelines department: Bud Goodwin lost a fan belt from that new Corvette—and then lost the replacement. Keith Lindsey's Siata lost a differential carrier bearing. Mickey Thompson became a spectator, carrying a box under his arm with a large gear from the rear end of his Kurtis. He watched Pat Hanna alternately scribble and sound off about mandatory roll bars.

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# SCCA, Cal Club Vow Harmony in '58

(Continued from Page 1)

One was a Las Vegas Rallye staged in conjunction with the Las Vegas Region on Feb. 14-15-16. The San Francisco, San Diego, Phoenix and Salt Lake groups also are tying in. The other was Palm Springs, Nov. 8-9.

Other known 1958 dates of interest to Pacific Coast drivers include the Guadalajara, Mexico, races on Feb. 8-9, the same date as Pomona, and the Hawaii races, May 9-10-11.

Two new courses are contemplated in No. Calif., and they may be utilized for the tentative dates listed in the 1958 schedule

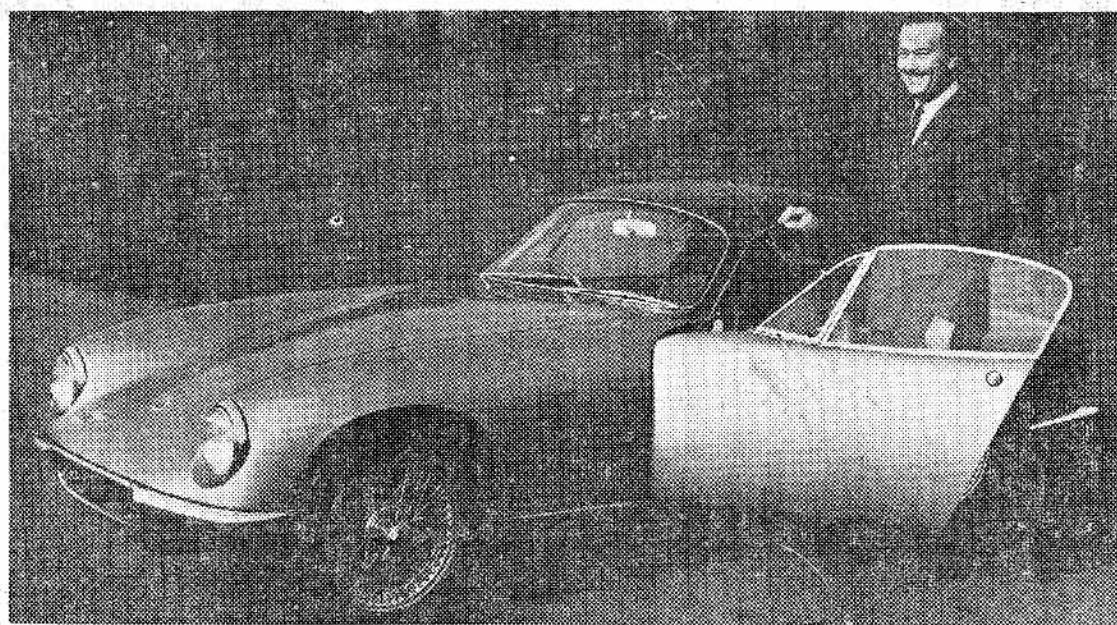
of the San Francisco Region of SCCA, which is as follows:

March 22-23, Stockton.  
April 26-27, Sacramento (Tentative).  
May 17-18, National rallye.  
May 24-25, Santa Rosa (Tentative).  
June 14-15, Laguna Seca (Pebble Beach).  
Aug. 2-3, Arcata.  
Aug. 31-Sept. 1, Open.  
Sept. 13-14, Hoberg's Hillclimb combined with Sports Cars Unlimited.  
Oct. 11-12, Open.  
Nov. 8-9, Laguna Seca National (Pebble Beach).

## Small Car Plans

Chrysler Corporation moguls are mulling over plans dealing with the firm's possible entry into the small car field. A comprehensive study is being made, according to L. L. Colbert, president.

He said a drop in consumer purchases of Detroit products is attributed to Russian satellites undermining the public's confidence, and pessimistic business forecasts.



SLEEK is the word for this beautiful new Lotus coupe. Its creator, Colin Chapman, stands alongside the machine, which was a big hit at the British Motor Show in Earl's Court.

—Cliff Emmich, Jr.

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I can getsam.**

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### IT'S ME PIGLET, HELP HELP

Now at liberty. Canny writer, photographer, PRman, salesman, geologist, yacht navigator, archaeologist and seismic computer. Call old WRCS at HO 4-1557. Have Safari hat; will travel.

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'56 PORSCHE 1600 Speedster. White, red int. 1 owner, never raced. 17,000 mi. Exc. cond. Al Papp. 8611 Trask Ave., Playa Del Rey. EX 7-2214.

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